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SATURDAY, JUNE 26, 1926. 日七十月伍

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LIVELY DEBATE.

BRITAIN'S RELATIONS WITH RUSSIA.

ANGRY LABOURITES.

London, June 25.

On the question of Anglo-Russian relations there was a lively debate in the House of Commons. It was attended by Mr. Saklatvala, who was released from prison in the morning and who was loudly cheered by the Labourites.

Mr. Locker-Lampson, in initiating the debate, denounced the Bolsheviks in repudiating their debt, and confiscating the property of British nationals, many of whom had been imprisoned, beaten and murdered. He mentioned that one of them, whom the Bolsheviks blinded, was sitting in the Gallery. Mr. Locker-Lampson said we must cease to make free-born Englishmen helots of a slave state. (Prolonged Conservative cheers.)

Mr. Ponsonby (Labour) denounced the language used by Lord Birkenhead and Mr. Winston Churchill in recent anti-Russian speeches, and appealed to Sir Austen Chamberlain to try to renew friendly Anglo-Russian relations.

Mr. Lloyd George contended that disapproval of Bolshevism was no reason for the breaking off of diplomatic relations and cancelling the Anglo-Russian trade agreement.

Mr. Hilton Young was of opinion it would be a very great mistake to break off relations with Russia. Sir Frank Nelson, who was a member of the party of Conservative Members which recently visited Russia, strongly opposed breaking relations and closing up the trade delegation.

Mr. Ramsay MacDonald appealed for an extension of the trade agreement.

ENTITLED TO COMPLAIN.

Sir Austen Chamberlain, replying to the debate, unhesitatingly declared that the Government was entitled to complain of the Soviet actions but he considered it would be unwise to break off relations and terminate the trade agreement. He believed the breaking off of existing relations would be useless and would weaken our ability to fight disorder or revolution within our own borders and increase the fear of European instability. Referring to the money sent from Russia, he said the Soviet Government could not have found a worse field to invest money in a revolution, than among the workers of Britain.

SITTING SUSPENDED.

At the conclusion of Sir Austen Chamberlain's speech, the Labourites created disorder, objecting to the Deputy Speaker calling on another Government speaker instead of a Labourite. After a scene, which lasted for five minutes, the sitting was suspended, whereupon the day's business terminated.—*Reuter*.

FURTHER POINTS

THE SOVIET'S BREACH.

We have received a lengthy account of the debate by British Wireless from Rugby, which amplifies the above *Reuter* message. The chief new points are:—
Commander Oliver Locker-Lampson (Conservative) moved:—
"That this House condemns the subversive political activities in this country of the Soviet organisations admitted for purposes of trade, and is of opinion that the Trade Agreement with the Soviet Government ought to be terminated by His Majesty's Government."
Com. Locker-Lampson said that no opportunity seemed to have been lost by the Soviet to abuse
(Continued on Page 18.)

LATEST MILITARY ACTIVITY.

MUNITIONS DISCHARGED AT SWATOW.

PREPARING FOR WAR.

A report from Swatow state that, owing to new developments on the Fukien and Kiangsi frontiers, General Ho Ying-yun returned to Swatow on the 21st instant, on a gunboat which had on board a big consignment of munitions, field guns and machine guns. These munitions are being discharged with rapidity into junk, to be transported to the front. Orders have been issued to all the units under General Ho's command to be in readiness for mobilisation at any moment, and all leaves of absence have been stopped. It is also stated that a Russian officer accompanying General Hing Yum is to act as his adviser.

THE KWANGSI UNITS.

General Li Chung-yam, after his arrival at Wuchow, held a long conference with his officers, at which it was decided that General Li would proceed to the front without delay and take over the command of the Kwangsi units, leaving the Government of Kwangsi in the hands of General Wong Shui-hung. A telegram to that effect has been despatched to the Canton Government, and stating that General Li Chung-yam was to leave for Kwai Lin on the 22nd inst.

At the conference mentioned the death sentence passed on the Chief Staff Officer of a certain regiment, for having instigated a mutiny in that regiment some time ago, was confirmed, and the officer was shot on the following morning.

MADRID PLOT.

COMMUNISTIC IN CHARACTER.

Madrid, June 25.
A semi-official statement minimises the plot, which is declared to be Communistic rather than Liberal in character.

The officers involved acted individually, and none were on the Active List. Nevertheless, arrests were made and those arrested will be tried by a competent tribunal.—*Reuter*.

BOMBAY SENSATION.

BANK ACCOUNTANT ARRESTED.

Bombay, June 25.
Mr. L. Evans, accountant of the Bombay branch of the Hongkong and Shanghai Banking Corporation, was stopped at Aden, when homeward bound on furlough, and was brought back and charged with breach of trust and falsification of accounts in respect of 540,000 rupees. He was remanded.—*Reuter*.

MODESTY STRIKE.

SPREADS TO THE MAURETANIA.

New York, June 25.
The so-called "Modesty Strike" by seamen against physical examination at the pier in addition to the usual medical examination at the quarantine station, spread to the s.s. Mauretania, whose bandmen decided to remain aboard in preference to undergoing the examination.—*Reuter's American Service*.

CANTON PARADE.

WEDNESDAY'S VIVID DISPLAY.

IMPERSONATING THE DEAD.

A Canton correspondent, writing in regard to the observance of June 23rd in the city, states:

The placards announcing the observance of June 23rd, were gory and calculated to make the people see red. A Union Jack on Shameen surrounded by many soldiers blazing away at a helpless crowd on Shaki; dead and dying lying in heaps, and the creek crimson with blood—such was the most popular placard. The others were also very unpleasant.

In spite of the placards the people were silent and very few speeches were made at the street corners. On Tuesday evening, many shops announced that they would not open on Wednesday, and said they were acting under Police orders.

On Wednesday morning, rumour said the demonstration was prohibited by the Government. In any case, a great concourse of people assembled on the East Parade Ground, about 30,000 in number. Very few schools and colleges were represented, and only a few girl students. The Whampoa Military Academy students were much in evidence. Unarmed men in military uniforms were there in large numbers, and thousands of flags of the usual type went to make up a long procession.

"DEAD" AND "WOUNDED."

A new feature in the demonstration was the impersonation of the dead by living persons pretending to be dead, carried in open coffins, followed by mourners dressed in the usual sackcloth, and representing the mourning parents and other members of the deceased's family.

Men clad with bloody garments were carried on stretchers in the procession to represent the wounded, displaying wounds and other horrors of various shootings, and everything was done which might revive the ill-will caused by what happened a year ago.

HOPEFUL SIGN.

Nothing untoward happened, and the result of the effort must have been disappointing to those who are trying to keep the bitter feeling against the British alive. The fact that very few schools and colleges took part in the demonstration inspires the hope that the movement will not last much longer, and gives proof that the real settlement is gradually taking place, not in the council chambers, but in the hearts of the people, which is by far the more important.

TAX ON KEROSENE.

LATEST CANTON PLAN.

A Canton announcement states that the Ministry of Finance has ordered the closing down of the Kerosene Oil Monopoly Bureau, following the cancellation of the monopoly.

With regard to the kerosene tax, the Ministry has prepared regulations which will be publicly announced as soon as the Political Council has sanctioned same. It is reported that a special duty of \$2 will be levied on each case of kerosene oil containing two tins. This tax will be collected by the Central Taxation Board, after the affairs of the Kerosene Oil Monopoly Bureau has been wound up.

CHINESE & SHANGHAI COUNCIL.

CONCESSIONS NOW BEING APPRECIATED.

PUBLIC PARKS QUESTION.

The Chinese community at last is coming to see that the Shanghai Municipal Council has taken a friendly step in pushing through the question of Chinese representation on the Council, says the *N. C. Daily News*. Hitherto, considerable suspicion existed in Chinese circles over the matter, not to mention animosity on the part of quite a few, but now the Chinese, the more respectable and representative ones at least, are coming to appreciate the importance of the concession and to see that the foreigners' decision is not at all unfriendly. Some of the street and labour unions are, of course, opposed to this so-called conditional representation, and demand that the Chinese shall be permitted to elect as many councillors as they like so long as they elect in accordance with the amount of taxes paid by the Chinese.

The Chinese Ratepayers' Association is studying the qualifications of its members and lists are being made out of those qualified to vote and those eligible for election.

Although the foreign ratepayers' meeting took place some time ago, the decision of the ratepayers for Chinese representation has not formally been conveyed to the Commission of Foreign Affairs but Mr. Hsu Yuen, the Commissioner, is reported to have made a statement to the effect that, as soon as he receives a communication from the Consular Body on the subject, he will inquire into the opinions of the Chinese General Chamber of Commerce and other important public organizations to find out the best way to elect such Chinese representatives.

THE PUBLIC PARKS.

The admission of Chinese to the public parks is another matter which is being discussed in Chinese circles in connection with representation. It is said that the Chamber of Commerce will elect, in conjunction with the Chinese Ratepayers' Association, three delegates to negotiate with the Council on the parks being thrown open to the Chinese public. They point out that the French Parks have already been thrown open to Chinese residents to good advantage and with excellent results. It is said that such action on the part of the Municipal Council would do a great deal to clear the atmosphere of misunderstanding which has arisen between local foreigners and Chinese and that this is most desirable, especially at the present time.

PHYSICAL CULTURE INSTITUTE.

SOMETHING NEW FOR HONGKONG.

The establishment of an Institute of Physical Culture is contemplated by Madame Nina Kemper, who comes to the Colony with excellent credentials in the form of diplomas as Doctor of Medicine of the Moscow University and of Graduate of the Gymnastic Institute, Moscow, whilst she has also studied classical and other dancing at the Ballet School of Madame Koolchevskaja, the teacher of Pavlova.

Madame Kemper is thoroughly qualified as an instructress in physical development, and for three years she taught in this capacity in the Middle Girls' School at Vladivostok. She has also done three years' work as a professional classical dancer. She hopes to arrange special classes for children here, and also specialises in physical culture for ladies. Those interested are asked to communicate with Madame Kemper at 506, Nathan Road, Kowloon.

RICE "CORNER."

TRADE TRICK BY PROFITEERS.

BREAKING THE RING.

There is no rice famine in Shanghai, says the *N. C. Daily News*. The present high price of Kiangsu rice is due to a trade trick, which is about to be exposed and the corner on rice wiped out. Chinese estimates are that there are 600,000 piculs of Saigon rice in Shanghai at this moment and that 200,000 piculs are on their way here. There are only about 50,000 piculs of Kiangsu rice here, which is short rations, and there is little prospect of large increases. The normal consumption of rice is about 800,000 piculs a month.

Kiangsu rice is short for many reasons, some of which have already been described: the replacement of cotton crops for rice crops in the Sungkiang region and the short crops of Changchow and throughout the province have naturally lessened the amount of this rice to come to Shanghai. Because of the rice famine in Hupeh and Hunan, due to lack of rain, the growing of opium and militarism, large demands are made on Wuhu rice, so that that rice has been more widely distributed and has increased in price. Further-more, there is an embargo against the export of rice from Wuhu, which may or may not be enforced. At any rate, there is a shortage of Wuhu rice in Shanghai.

LUXURY RICE AND POPULAR.

But Kiangsu rice and Wuhu rice are always comparatively expensive. They are superior rice, used by the well-to-do. In cities outside of Shanghai, Canton and Ningpo, to name only two, these fine quality rices are not used by the masses of the people. The masses use either locally-grown rice or Saigon rice, large quantities of which are also consumed in Japan. Saigon rice can be sold on the local market for \$12 per picul. An important rice merchant and an official interested in the rice problem both stated yesterday that the difference between Kiangsu rice and Saigon rice was largely imaginary and that only an epicure could really distinguish between them although some Chinese say that Saigon rice is unpalatable to them.

Nevertheless, large quantities of Saigon rice are imported each year. In 1924, China imported 53,248,72 of rice. Of this amount, Hk. Tls. 49,615,801 was imported from Hongkong. The largest part of this rice was Saigon rice shipped to Hongkong and from there reshipped to other cities of China. Hk. Tls. 4,366,324 was shipped directly from Saigon to China ports. There is also a large shipment of rice from Siam and British India, but this rice is consumed principally in south China. It is impossible, then, to suggest that the Chinese do not care for imported rice in the face of the figures quoted above.

THE DEALERS' TRICK.

In Shanghai, the dealers have hit upon this subterfuge: They gave the impression that there was a shortage of Saigon rice. They then mixed 30 per cent. Kiangsu rice of various grades with 70 per cent. Saigon rice and threw it on the market at a price which rose to \$17.50 a picul, which is beyond the standard of living and wage capacity of a large part of the population. This increase in price was effected at a time when there was, to repeat, 600,000 piculs of Saigon rice in the city, in godowns in the Settlements, Pootung, etc.

It is understood that certain Chinese public leaders are about to throw this Saigon rice on the market, sell it at public stations, encourage the labourers to use it
(Continued on Page 16.)

Bulls and Inners

From the Office Butts.

"Anhui Pawnbrokers Oppose Income Tax," reads a new item. Surely a sign of ennui.

The gentleman who attempted to post a letter in the "Shell" gasoline pump near the Peak Hotel, certainly made a gallant effort to appear unconcerned.

Why go to a dentist when with so much rabies about there's many a dog willing to insert a set of teeth free?

Physical jerks seem to be dying out on the Peak tram.

Suzanne Lenglen was on Wednesday very indisposed—to play.

This is the time of the year when cinema fans can't have too many cinema fans.

It's stated that the new French Cabinet includes all elements—excepting, possibly, the element of permanency.

Boys will be boys—and so will some girls, too.

Some men get up in the world by airplane, and others by plain air.

The very fact that the earthquake shock story emanated from the Y.M.C.A. should shield it from any suspicion.

And another Kowloon resident who arrived home just in time to see his pictures moving, was much relieved when he discovered the real cause.

According to the old saying, "money makes the mare go." On the other hand, nowadays the motor-car makes the money go.

A pessimist is a man coming back from going fishing.

These are days when a motor-car seems a necessity, unless you want to be run over by one.

Some of these short skirts are real eye-openers.

"Whisky Enters in Coffin," reads an American newspaper heading. Not the first coffin which whisky has filled.

In an effort to trace the origin of the dingo, an Australian professor is trying to discover the age when dogs were first introduced. Probably the sausage.

The most over-worked men in France these days are the cabinet makers.

It is said that when the U. S. Congress voted \$185,000,000 for roads, many Congressmen were paving the way for re-election.

Through the sale of frogs' legs to West Point restaurants, several of the New Territory villages might be said to have jumped into prominence.

If the Boxing Association is searching for a really good lightweight champion, we suggest it tries out our coal dealer.

Evidence that Hongkong is getting a move on, can be found in the fact that local fire alarms are beginning to operate on their own account.

The latest odds are that Wu Peifu and Chang Tso-lin will hold lots to say about Hongkong girls, their meeting this side of Christmas.

Frankly, there seems no sovereign remedy for the dollarous condition of certain continental finances, unless it be an exchange of common cents for the present continental attitude.

Several pedestrians have collided with motor cars recently. If this sort of thing continues, they phony people called it a miracle should be compelled to carry Now even the most careful drivers should be compelled to carry Now even the most careful drivers should be compelled to carry

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THEOSOPHY.

INTELLIGENT THEORY OF THE UNIVERSE.

At the last public meeting of the Hongkong Lodge of Theosophical Society on Thursday, Mr. H. E. Laneport gave an address on "Theosophy." He said in brief, Theosophy may be described to the outside world as an intelligent theory of the Universe, although for many who study its principles and apply them in their daily lives it is no more a theory but a fact. The light it throws on the evolutionary journey, the needless suffering—caused by ignorance, of the all embracing laws of the one life—it enables people to avoid, is one of the things that make Theosophy of great practical value in daily life. It presents a definite system of self-development, of character building, of purification and illumination, and those who study its remarkable statement come into an entirely new way of looking upon existence, the nature of Man and God, and the purpose and aim of Life. As the Theosophical truths become realities to the consciousness, and the "unexplained laws of nature and the powers latent in Man" are better understood, the Theosophical student begins to see and feel his tremendous personal responsibility for an intelligent co-operation in the Glorious Scheme of the Great Architect of the Universe, and his duty for an intelligent unfoldment of the divine powers entrusted to him as a Son of God, and his more or less vague hope of immortality changes to positive personal knowledge of it. The facts about life which become revealed through the study of Theosophy are of supreme importance to all, as we not only see how we can tremendously accelerate our own development by working in harmony with the hidden laws of evolution but also how to help others to evolve harmoniously, by thought and action and absence of waste to make ourselves more useful, first to the small circle of those we love and then gradually by degrees, as our power through knowledge and well directed service increase, to the entire human race. In the light of the information placed before earnest students of Theosophy one feels oneself lifted to a higher point of view, and one sees how narrow and irrational—in the greater scheme—is the petty personal thought and one begins to regard everything not merely as it affects our infinitesimal selves, but from the wider standpoint of its influence upon humanity as a whole.

Its Outlines.

The broad outlines of Theosophy have been known in the world for thousands of years, and so they are known at the present day. There are three truths which are absolute. I. God exists, and He is good. He is immanent in all and there is nothing which is without Him. II. Man is immortal, and his future is full of splendour and glory. III. A Divine Law of absolute justice rules the world, so that each man is in truth his own judge, the dispenser of glory and gloom to himself, the decreer of his life, his reward, his punishment. From the First Great Truth it follows: 1. That, in spite of all appearance, all things are definitely and intelligently moving together for good; that all circumstances, however untoward they may seem, are in reality exactly what is needed for our divine progress; that everything around us tends, not to hinder us, but to help us, if we would only understand. 2. That, since the whole Divine scheme thus

THE COAL STRIKE.

MINERS AND THE EXTRA HOUR.

London, June 25.
A plea for an armistice in the coal dispute was made by Mr. A. J. Cook when interviewed by Reuter at Coventry.
He suggested that the Government withdraw the hours Bill, and agree to reopen the pits immediately on the April terms, then arrangements could be made with the workmen's representatives whereby a settlement could immediately be reached, which would give the miners justice and secure finally without compulsory arbitration. Let the Government hold out the hand of friendship by making a definite and clear attempt at a peaceful settlement, then he and his colleagues would give every assistance, provided the miners were guaranteed economic security.—Reuter.

A DISASTROUS BLAZE.

SILK FACTORY BURNED DOWN.

Paris, June 25.
Fire completely destroyed the silk factory at Belle Garde, and the damage is estimated at several million francs.—Reuter.

tends to man's benefit, clearly it is his duty to learn to understand it. 3. That when he understands it is also his duty intelligently to co-operate in this scheme. From the Second Great Truth it follows: 1. That the true man is a soul, and that his body (in fact his several visible and invisible bodies) are only his instruments, through which He, the Divine Son of the Divine Father, infallibly will learn in time to reveal the full glory of his Divine birthright. 2. That he must, therefore, regard everything from the standpoint of the soul, and that in every case when an internal struggle takes place he must realize his identity with the higher and not the lower. 3. That what we commonly call his life is only one day in his true and larger life which is not affected by so-called "births" or "deaths" in the physical world. 4. That death is a matter of far less importance than is usually supposed, since it is by no means the end of life, but merely a change in consciousness with the dropping of one of our bodies—the densest—the physical, only. 5. That man has an immense evolution behind him, the study of which is most fascinating and instructive. 6. That he has also a splendid evolution before him, the study of which is even more fascinating and instructive. 7. That there is an absolute certainty of final attainment of salvation or liberation for every human soul no matter how far he may seem to have strayed from the path of evolution. From the Third Great Truth it follows: 1. That every thought, word, or action produces definite results, as all Humanity is One Life, and Harmony, equilibrium, will always re-assert itself bringing either happiness or woe to man. 2. That it is both the duty and interest of man to study this divine law closely, so that he will be able to adapt himself to it and, use it as we use other great laws of nature. 3. That it is necessary for man—the soul—the immortal divine Ego within—to attain perfect control over his bodies of action, of desires and of thought so that he may guide his life intelligently towards perfectly unfolded, perfectly manifested Divinity, in accordance with God's great Plan for men.

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By Swan

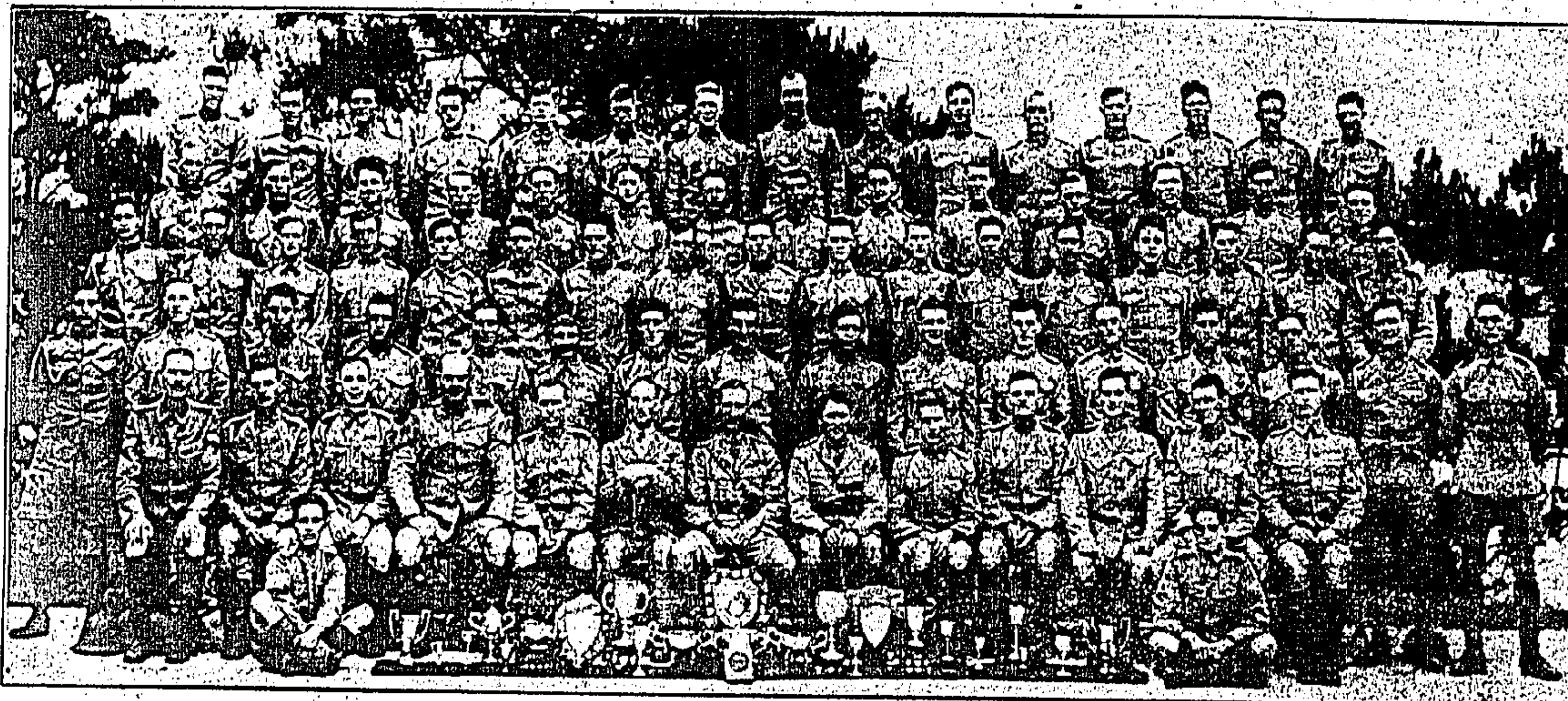




Above is seen the athletic team of the 25th Heavy Battery, winners of the R. A. Athletic Cup. (Photo: A. Hing).



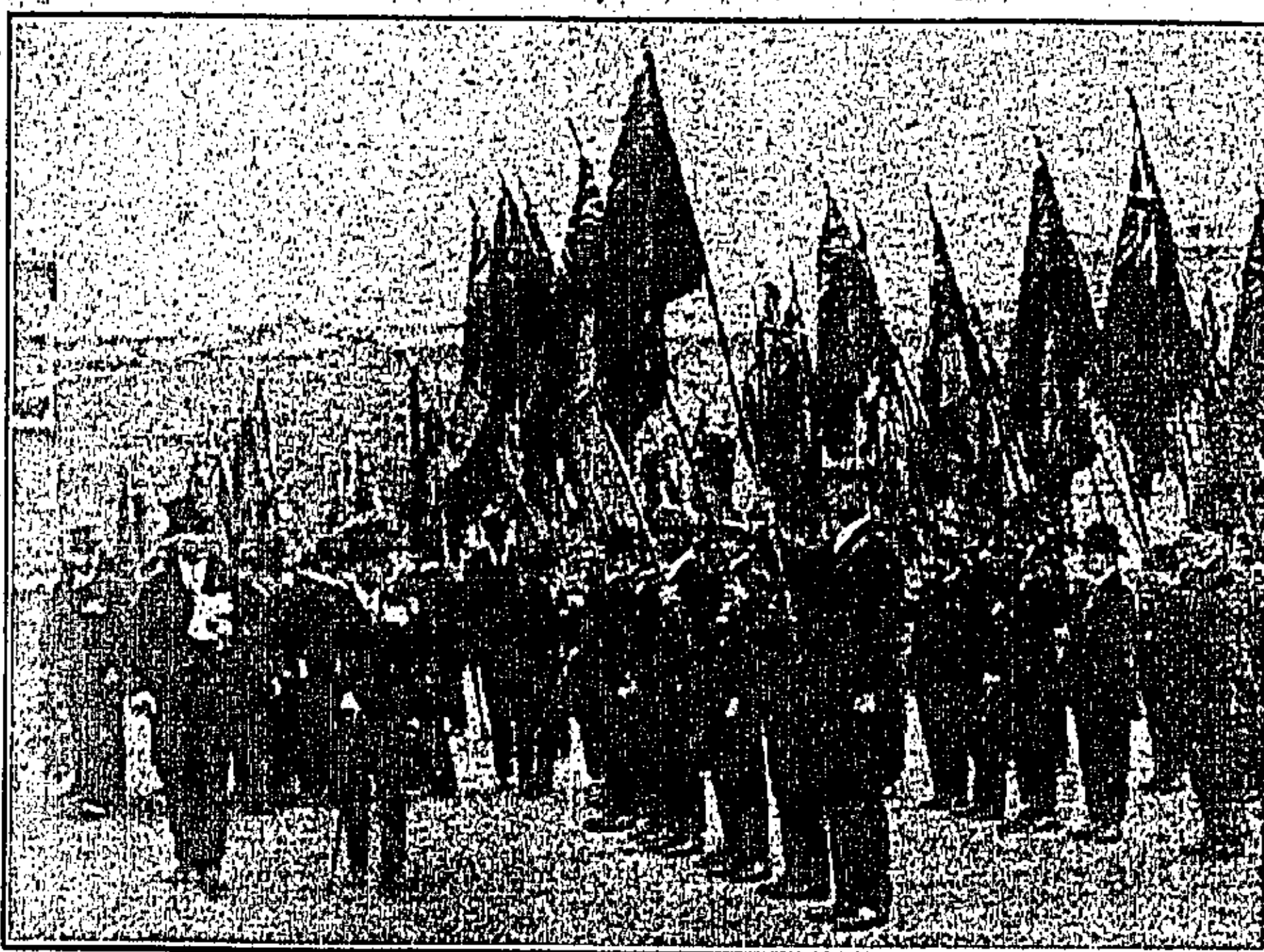
The 25th Heavy Battery XI, winners of the Royal Artillery Cricket Cup. (Photo: A. Hing).



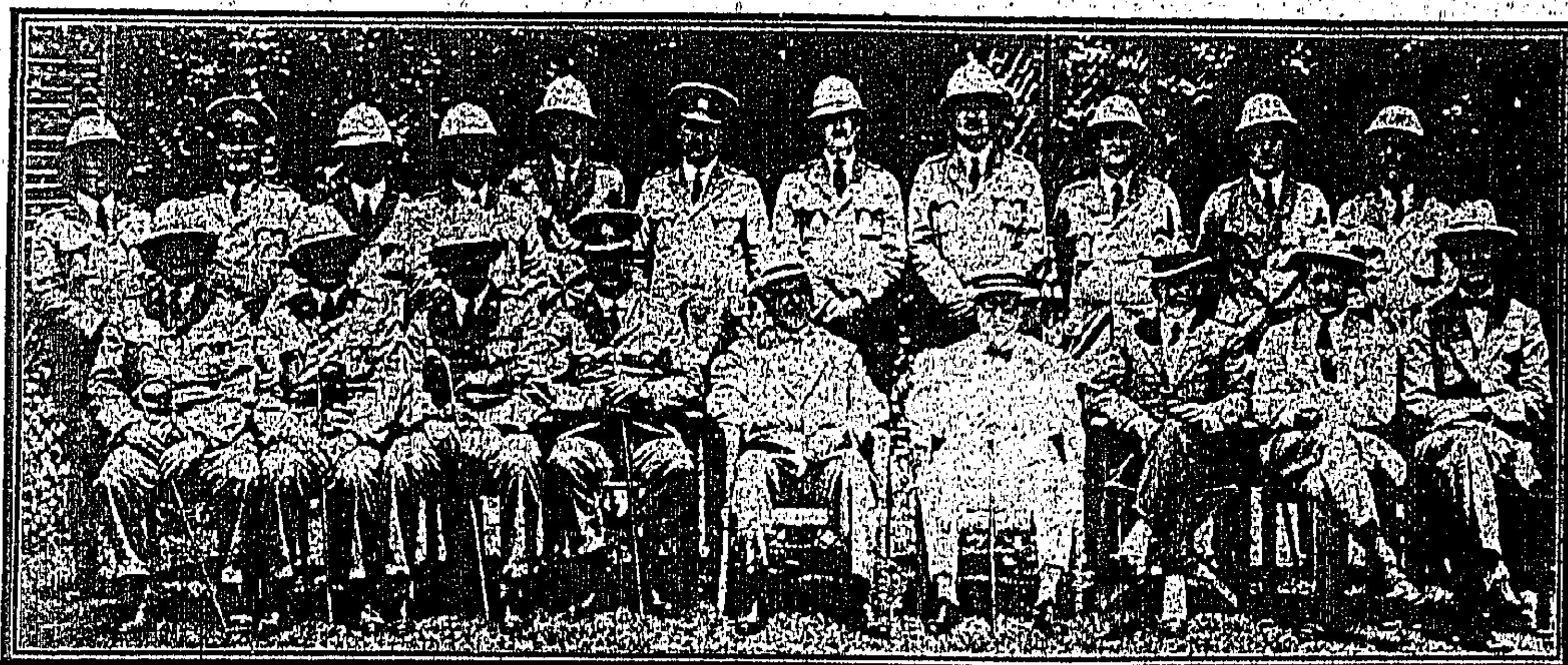
This picture shows the officers and men of the 25th Heavy Battery, Royal Artillery, stationed at Stonecutters, with their numerous sporting trophies. (Photo: A. Hing).



H. R. H. the Prince of Wales, with Earl Haig, marching at the head of a procession of the British Legion, who were inspected by H.M. the King at Buckingham Palace.



The Prince is shown above inspecting members of the British Legion with their colours on the Horse Guards Parade in London.

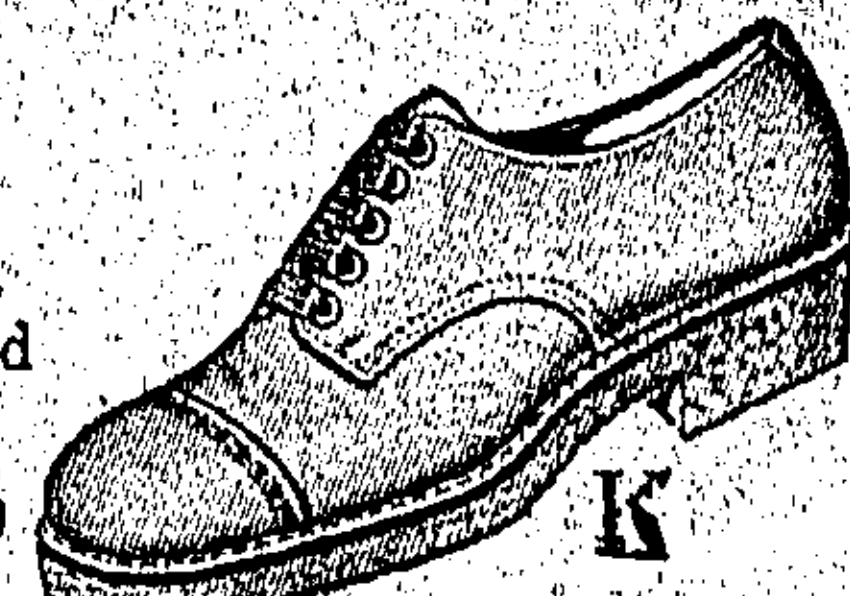


Mr. A. L. Anderson, who was principally concerned in the formation of the Shanghai Municipal Police Reserves, was "at home" to the unit at his house in recently. Our picture includes Mr. Anderson, Hon. Assistant Commissioner of Police (Reserves), Mr. Fossenden, Chairman of the Shanghai Municipal Council, Mr. R. G. Macdonald, Assistant Commissioner of Police (Reserves), Captain E. I. M. Barrett, Commissioner of Police, Capt. R. M. J. Martin, and other Police officers and officers of the Reserves.



Mr. John Grant, former Chief Detective Inspector of the Hong Kong Police Force, who has just retired after 30 years' service. He left for Home on Thursday by the s. s. Empress of Asia and intends settling down in Scotland.

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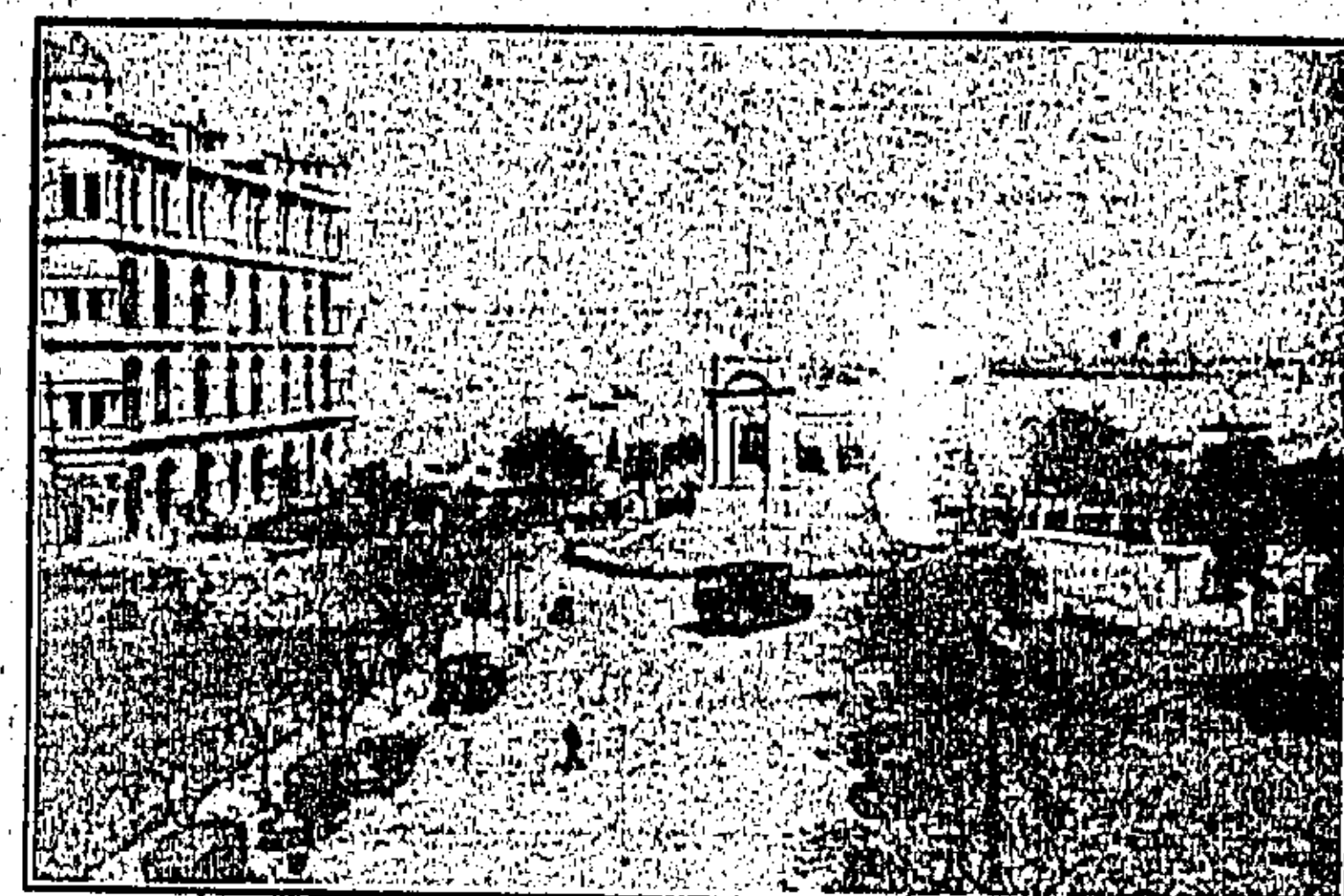
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PREMISES WANTED.

WANTED to purchase, Peak House, near summit. For disposal No. 8 Peak, No. 5 Glenalee, several houses wanted for October, November tenancies. Mortgages negotiated. Tel. 4630. Hongkong Small Investors, Share and Real Estate Co.

FOR SALE.

FOR SALE—1 Western Union Code book \$20.00 as good as new. Cost \$40. Please apply Box 22 care of Hongkong Telegraph.

PREMISES TO LET.

TO LET—A FLAT of three large and airy rooms. Apply to H.M.H. Nemaze.

TO LET—Top FLAT in No. 2, Hart Avenue, Kowloon. Apply to Spanish Dominican Procuration.

TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET—New Bungalow at Red Hill, Tytan. Partly furnished, excellent bathing facilities, suitable for country Club or residence. Rent moderate. Apply Box No. 14, care of "Hongkong Telegraph."

TO LET—At Piper's Hill, above Cheung Sha Wan, two newly built houses, each six rooms. Separate Servant Quarters, Garden, etc. Full view of the harbour. Rent Moderate. Apply P. O. Box No. 587.

TO LET—Furnished FLAT in Happy Valley, with three bedrooms, dining room, European bath with geyser flush system, kitchen with gas stove. Rent \$180.00 monthly in advance. Write P. O. Box 639.

RAFFLE.

Ticket No. 447 Won
The 6 Cylinder Motor-Car
The Draw was delayed
from June 10th until June 23rd
The car can be collected
from Kennedy Town.

FOR—
THIS WEEK'S
BARGAINS IN
MOTOR CARS
AND
MOTOR CYCLES,
SEE SPECIAL
ADVERTISEMENTS
IN THE
MOTOR SUPPLEMENT.

OUR MOTTO

"If you can't see it in our window ask for what you want inside our store."

BOOKS STATIONERY
PERIODICALS & FASHIONS

BREWER & CO.

Tel. C. 696. 10, Pedder St.
Opp. H.K. Hotel.
OPEN TILL 7.00 p.m.

NOTICE.

THE "INNAMINCKA" STEAMSHIP COMPANY, LIMITED.

IN VOLUNTARY LIQUIDATION.

Notice is hereby given that the Final General Meeting of the Company, called in pursuance of Section 188 (1) of the Companies Ordinance 1911-1926, will be held at the Office of the Liquidator, Messrs. Lowe, Bingham & Matthews, Chartered Bank Building, 3 Queen's Road, Central, Hongkong, on Friday the 30th day of July 1926, at 12 o'clock noon precisely, for the purpose provided for in the said Section.

JOHN FLEMING, C. A.,
Liquidator.
Hongkong, 22nd June, 1926.

SAFE DEPOSIT VAULTS.

The Banque de l'Indo-Chine beg to inform all interested in safe deposit, that they have actually in their new building, 6 Queen's Road, safe deposit Boxes at the yearly rate of \$8 for the small size, and \$12 for the large size. Please apply to the Cashier. Hongkong, May 6, 1926.

MESSRS. KOMOR AND KOMOR.

Art and Curio Experts temporarily removed to St. George's Building, Chater Road. 2nd Floor Lift. All are cordially invited to view our fine collection.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

H. K. V. D. C.

MOTOR CYCLE GYMKHANA

Sat. July 10th 1926

HANDSOME PRIZES

Entry forms and full particulars from members of the Gymkhana Committee, or from the offices of "The Hongkong Telegraph."

KOWLOON CRICKET CLUB CONCERT POSTPONED

on account of unsettled weather

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong, June 27th, 1926. Fourth Sunday after Trinity, Holy Communion (8 a.m.), Matins (11 a.m.), Preacher: Rev. E. W. L. Martin, Litany for sick (12 noon), Evensong (6 p.m.), Preacher: Rev. G. E. S. Updell.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service, at 11.15 a.m.; Subject: "Christian Science." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

LAMMERT'S AUCTIONS

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION.

of the Very Valuable Leasehold Property, situate near

REPULSE BAY and

DEEP WATER BAY, HONGKONG,

with a newly erected Dwelling house thereon

to be sold by

PUBLIC AUCTION,

with vacant possession on MONDAY,

the 12th day of July, 1926, at 3 p.m. by

MESSRS. LAMMERT BROS.,

Auctioneers,

at their Auction Rooms, Duddell Street.

The Property consists of—

All that piece or parcel of ground situate near Repulse Bay in the Colony of Hongkong and registered in the Land Office as

RURAL BUILDING LOT No. 205, Together with a two storied European House newly erected thereon comprising on the Ground Floor, A Large Hall, Drawing Room, Dining Room, Library with wide verandahs, overlooking garden and Deep Water Bay, kitchen and ample servants' quarters on the North side, on the first floor four bedrooms, four bathrooms, drying room, amahs rooms, hot and cold water service and flush water system throughout the house, garage and large garden with tennis court held for the residue of the term of 75 years from the 8th June, 1922, with a right of renewal thereof for one further term of 75 years. Area, 70,696 sq. ft. or thereabouts. Crown rent, \$324, per annum.

The crown lease of the premises contains a clause whereby the consent in writing of the Governor for Hongkong is required to any Assignment of the said premises.

For Particulars and Conditions of sale apply to—

MESSRS. DEACONS,

1, Des Voeux Road, Central

Vendor's Solicitors,

or

MESSRS. LAMMERT BROS.,

Duddell Street,

Auctioneers.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

PUBLIC AUCTION.

The undersigned has received instructions to sell by Public Auction,

(For Account of the concerned), on TUESDAY,

the 29th June, 1926, commencing at 2.45 p.m.

at No. 3, Jordan Road, (top floor) Kowloon,

A Quantity of Valuable Household Furniture & Sundries, &c.

Comprising:—

Teak Double Bedsteads, Ward-ropes with mirrors, Sideboards, Dining Table & Chairs, Sofas and Arm-chairs, Overmantles, Hat-stands, Dressing Tables, Wash-stands, Book-cases, Chests of drawers, Flower stands, Clothes hangers, Screens, Meat Safes, Cutlery and Glassware, Porcelain Vases, Electric Table Fans, Curtains, Frames, Filter, Trunks, Books, Rugs, Wall Clocks, Flower Pots with plants, cooking utensils, &c.,

also

1 Enamel Bath.

On view day before sale.

Terms—Cash on delivery.

E. V. M. R. DE SOUSA,

Auctioneer.

Hongkong, 22nd June, 1926.

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', HAMBURG, ANTWERP, & STRAITS.

The Steamship "BENLAVERS"

having arrived. Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July, 1926, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 17th July, 1926, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd July, 1926, at 10 a.m.

No Fire insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 26th June, 1926.

N. Y. K. LINE.

From EUROPE AND STRAITS.

The Steamship "FRANCE MARU"

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 26th June, 1926.

Goods not cleared by the 2nd July, 1926, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives on any Tuesday & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 26th June, 1926.

POST OFFICE NOTICE.

NOTICE.

WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient means of communication, are established between HONGKONG and SHIPS AT SEA, FRENCH INDO-CHINA, the PROVINCE of YUNNAN, and MACAO.

The RADIO TELEGRAPH OFFICE is always open for the reception and transmission of Radio Telegrams and for reporting vessels passing WAGLAN and GALT ROCK LIGHTHOUSES.

Full particulars may be obtained on application to the RADIO COUNTESS in the MAIN HALL of the G. P. O., and at the RADIO TELEGRAPH OFFICE 3rd floor, GOVERNMENT BUILDING.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel only.

Wireless Service between Hongkong and Canton resumed.

INWARD MAILS.

From For Due.

Japan Arfura June 27.

Straits Talamba June 28.

Shanghai Sunning June 28.

Shanghai and Europe via Siberia Toyooka Maru June 28.

Canada, U.S.A., Japan and Shanghai Emp. of Canada June 29.

Manila Pres. Jefferson July 2.

Manila Pres. Pierce July 2.

U.S.A., Honolulu, Japan and Shanghai Pres. Monroe July 2.

U.S.A., Canada, Japan and Shanghai Pres. Grant July 2.

U.S.A., Honolulu, Japan and Shanghai Pres. Taft July 2.

OUTWARD MAILS.

For Per Date.

Port Bayard Hydrangea Sat., June 26, 2 p.m.

Port Bayard, Hoihow, Pakhoi and Haiphong Hanol Sat., June 26, 5 p.m.

Shanghai and Europe via Siberia (Letters and postcards specially superscribed "via Siberia" only) Suoyang Sat., June 26, 6 p.m.

Amoy Laisang Sat., June 26, 6 p.m.

Swatow, Amoy and Formosa Kaijo Maru Sun., June 27, 9 a.m.

Amoy Szechuen Mon., June 28, 5 p.m.

Weihaioei Kueichow Tues., June 28, 2 p.m.

Bangkok Kiungchow Tues., June 29, 2 p.m.

Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles Eumaeus Tues., June 29.

Registration 1.45 p.m.

Letters 2.30 p.m.

(Due Marseilles 28th July.)

Amoy and Foochow Haining Tues., June 29, 3.00 p.m.

Manila, Sandakan, Australia and New Zealand via Thursday Island Arafura Wed., June 30.

Registration 1.15 a.m.

Letters 9 a.m.

(Due Thursday Island 13th July.)

Haiphong Leesang Wed., June 30, 8.30 a.m.

Swatow, Amoy and Formosa Kotsu Maru Wed., June 30, 8.30 a.m.

Shanghai Pooshing Wed., June 30, 10.30 a.m.

Shanghai Sunning Wed., June 30, 6 p.m.

Hoihow and Haiphong Chinhua Thurs., July 1, 8.30 a.m.

Shanghai Lian Fri., July 2, 6 p.m.

Shanghai, Japan, Canada, U.S.A., C. and S. America, Europe via Victoria B.C. Pres. Jefferson Sat., July 2.

Parcels noon.

Registration 1.45 p.m.

MANUFACTURERS HIT.

TO ASK FOR TEMPORARY CREDITS FROM THE GOVERNMENT.

Manufacturing has received a temporary setback as a result of the Home strike, and many firms are wondering whether they can carry on unless the Government give some guarantee in the form of credits.

This statement on the position created by the strike was made to a Daily Chronicle representative by Sir John Corcoran, director of the National Union of Manufacturers.

The administrative committee of the union is meeting to discuss the question of applying to the Government to assist manufacturers in distress by means of temporary credits.

"Temporary losses, at any rate, must run into many millions," said Sir John. "The strike stopped all orders for the home trade. It has, for instance, particularly affected the clothing industry. People, especially women, ceased to order clothes, and the strike has struck at the root of the season's trade, which had just begun."

"The bigger and more prosperous firms may not feel the depression much, but many firms that had been in adversity and were just beginning to get their chins above water are very badly hit."

Goods not cleared by the 2nd July, 1926, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives on any Tuesday & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 26th June, 1926.

Police Party Called.

Seeing the seriousness of the situation, the mill management informed, Pootoo Road station and a large force of men were sent out to stop the fight. The crowd was dispersed, and nine of the ringleaders were arrested. On investigation it was found that seven men had been injured, one or two seriously.

As a result of the fight which had divided the employees of the mills, the management had to close the premises, throwing out of work more than 1,350 operatives.

ATLANTIC AIR RACE.

THREE NATIONS IN 3,740 MILES CONTEST.

In a flying season full of thrills the biggest of all promises to be the first aeroplane race across the Atlantic.

America, France and, probably, Germany, are to compete in a great aerial rush of 3,740 miles New York to Paris, the prize being \$5,000, offered by Mr. Raymond Orteig.

The progress of the Atlantic air-racers will be reported constantly by wireless, so that their positions will be known from hour to hour. It will be the aim of the rivals to manoeuvre skillfully into great favouring wind-currents, flowing from west to east, and so increase the speed of their machines.

Captain Rene Fonck, the French competitor, who is a famous "ace," is about to test, at Roosevelt Field, Long Island, New York, the giant aeroplane designed for his transatlantic flight. At the same time Lieut. Commander N. Davis, who will represent America, is preparing a huge "hush-hush" plane in which will be embodied all the expert knowledge of American designers in the stream-lining of machines so as to attain a maximum speed.

The German plane may be an all metal multi-motored monoplane, while other nations may make eleventh-hour bids for the distinction of winning the first air race from the United States to Europe.

30 Hours' Flight.

A study of weather records indicates that the best conditions for the air race may come early in August. Having taken on board the immense loads of fuel necessary for a non-stop ocean flight, the competitors will stand ready for an ascent at a moment's notice, the signal being given when wind and other conditions—as ascertained by wireless from ocean liners—seem most favourable.

Captain Fonck is of the opinion that the winning plane may make this 3,740 miles New York-Paris flight in not more than about 30 hours. In 1919 the late Sir John Alcock, the British air-man, effected the shorter Newfoundland-Ireland aeroplane crossing of 1,890 miles in 16 hours 12 minutes, his speed being increased greatly by a favourable wind.

FACTION FIGHT IN COTTON MILLS.

QUARREL OVER EGGS AND SOCKS.

Seven Chinese wounded, nine more arrested by the police, two Japanese cotton mills closed down and more than 1,350 operatives thrown out of work are among the consequences of a fight between rival gangs of Shanghai and Kompo men at the Nainai Wata Kaisha's 5E and 5W mills, at 14 West Soochow Road, Shanghai, on the 19th inst. Rival gangs of men attacked each other fiercely, with knives, axes and bamboos to settle a quarrel arising from the sale of socks and eggs, and a big posse of police had to be summoned to put down the riot.

Had the fight ended in a few broken heads and bruises, it would have been an amusing stage in a long feud, but the arrival of the police was timely because the fight was so hot that some of the belligerents might have got killed had it not been quelled.

The fight started when a Shanghai foreman tried to compel some Kompo men to buy socks and eggs from him at two dollars per purchase, it is reported. This price was too high, and argument was started which led to gangs of Shanghai men and Kompo men collecting and opening an attack in the mill compound at 6.30 a.m. yesterday. For some time, blood-thirsty rushes were made, the two gangs numbering about 40 men, each armed with improvised weapons.

Police Party Called.

Seeing the seriousness of the situation, the mill management informed, Pootoo Road station and a large force of men were sent out to stop the fight. The crowd was dispersed, and nine of the ringleaders were arrested. On investigation it was found that seven men had been injured, one or two seriously.

As a result of the fight which had divided the employees of the mills, the management had to close the premises, throwing out of work more than 1,350 operatives.

PADEREWSKI LEAVES AMERICA.

DENIES HE WILL GO TO POLAND.

Ignace Jan Paderewski, weary from illness and the turmoil in his native Poland, sailed recently from New York on the French liner Paris, declaring he would not go to Poland, but was going to his chateau near Geneva, Switzerland, for several months.

The great pianist and former Premier of Poland declined to comment on the turn of affairs in his country since Marshal Pilsudski seized control, but spoke of the fighting there as a saddened, peace-loving man.

"All I can say is that I deeply deplore the cruel and stupid bloodshed," Mr. Paderewski remarked with a slow weariness.

"My only hope and ardent prayer is that whatever happens will be for the good of my country and its people."

His voice trembled with emotion. The slenderly beautiful hands which have evoked the soul of music as no others have for two generations seemed also to show his deep feeling as he spoke.

He said that as he had been ill when the recent events had happened in Poland he was not well enough informed to comment on what had occurred.

Efforts to question him on the possible political significance of his trip to Europe were of no avail.

"Please, I don't want to say any more," he said, terminating the brief interview in his stateroom.

The ailing and aging man, for the mark of his recent illness was very apparent, thus departed, leaving the impression he was too fatigued to physically take part again in the tumultuous political destinies of his country.

His departure from the United States has started many political rumours in Europe. A special cable from Warsaw said that Paderewski was coming to Posen, the headquarters of the anti-Pilsudski forces. It was said he was to give a recital there.

Another dispatch from Berlin to the Associated Press said the Berliner Tageblatt had received reports from Warsaw that Paderewski will be a candidate for President of the Polish Republic. Some of the Berlin papers have even said the former Premier had arrived at Posen from the United States and was conferring with leaders of the conservative party.

No political significance is attached to Mr. Paderewski's trip to Europe by the Polish Legation in Washington or by the Polish Consulate in New York. In both offices it was said he was going to his Swiss estate to convalesce. It was pointed out he had passed the summer there for many years.

The noted pianist and patriot left the Hotel Gotham without any announcement that he was sailing for Europe. He had been confined to the hotel for more than a week with a severe attack of la grippe, which forced him to cancel recitals engagements.

He reached the Paris about twenty minutes before the ship sailed at noon, accompanied by Madame Paderewski, a nurse, many friends and admirers.

As he passed through the ship to his stateroom several women, recognising him, thrust flowers upon him and kissed his hand. Mr. Paderewski accepted the attentions with a gentle graciousness.

HONGKONG HOTEL.

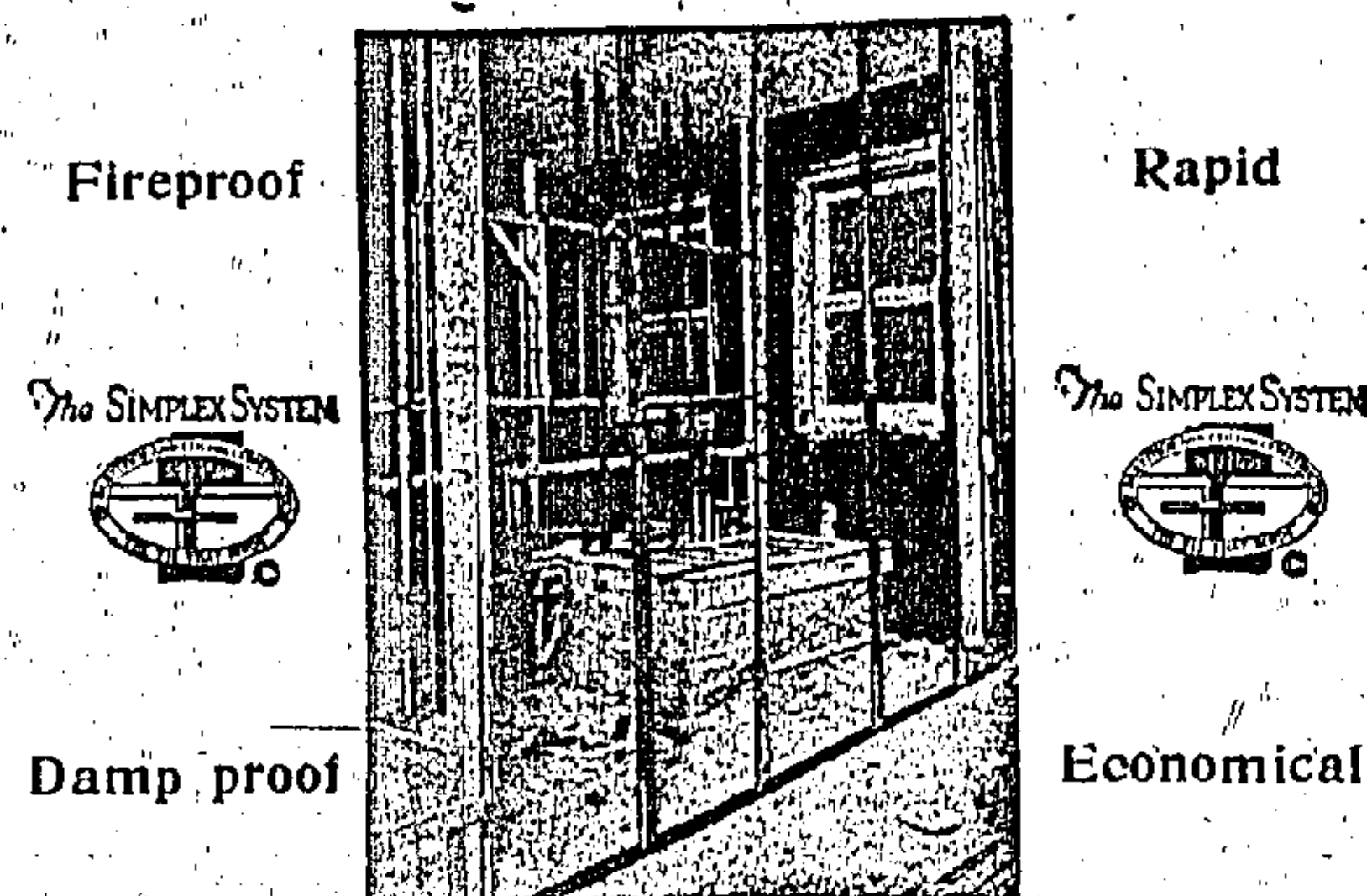
DINNER DANCE

IN THE
ROOF GARDENON
Saturday, 26th. June 1926.

8 p.m. To Midnight

\$4.00 Per Head.

THE HONGKONG & SHANGHAI HOTELS, LTD.

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and Ceilings

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Bankers ...	25s \$7.25	Reina Victoria ...	50s \$ 5.50
Coronas ...	25s 8.25	100s 10.75
Bon Ton ...	25s 5.00	Presidents ...	50s 6.80
Excelentes ...	25s 5.00	High Life ...	50s 4.25
Españoles ...	25s 4.00	Londres ...	100s 5.25
Etc.		Etc.	

LABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

GLOOMY LONDON.

BRITAIN SLOW TO BRIGHTEN
HER CITIES.

The following is an American's impression of London:-

London is a city where sunshine is so irregular as to make the weather the foremost topic of conversation. Every one talks about it, and, as Mark Twain remarked, nobody offers to do anything about it. The cause of this irregularity, however, might to a large extent, be removed. It is not, as one might imagine, some gross defect in climate. London will be gloomy, while the countryside, just beyond the suburbs, is laughing in radiance. The cause of London's gloom is smoke. The cause of the smoke is the misuse of coal fuel. And the remedy for this misuse is electricity.

What is true of London is equally so of Birmingham, Manchester, Leeds or almost any other great British city. In England, tens of millions of people are starved for sunshine and suffer in body and spirits to an extent hardly to be estimated. The present generation of Englishmen has unquestionably lost hundreds of millions of dollars' worth of productive energy by laying a smoke screen against the sun.

One would think that if a nation were losing vast sums through extravagant use of fuel, and depleting its resources and actually shortening the precious lives of its members, it would do something about it. If that nation were the mother of the greatest empire in the world one would expect it all the more.

If it neglected doing something immediate and sane one would imagine the path of action must be strewn with insuperable obstacles. Either nature herself must be against the reform, or the money required was going for still more urgent requirements. Not so with England. Money is spent to maintain a great navy when there are no foes on the seas, and a sizable army when there are no foes in the field. Money is lavished to support men and women in idleness because they have no work. It is spent on pensions, roads, schools, for a bulky list of items. The money is there. It merely is England's choice to spend it on objects other than electricity.

An examination of Great Britain's natural resources discloses that they consist chiefly of coal—more coal, in fact, than blesses any other nation occupying so small a home. The coal might be converted into electrical power at the mines and the power transported to all parts of the country by cables at a much lower cost than the expense of hauling coal. Every house in the country might be heated electrically, every factory wheel turned by electricity, at a huge reduction of the cost of these items to-day.

Every one in England, more or less, knows this and hears it numberless times. And still next to nothing is done. England was laid out by the engineer of nature to be an electrified country. Not only that, the coal industry is dying and unless electricity is resorted to it may be ruined. Electrification would not only be a boon to-day, it would stave off calamity.

And yet nothing is done. Hardly anything is even proposed. Mr. Baldwin has introduced an electricity scheme which is a step in the direction of electrification, but it is only a step and one that cannot be completed for fifteen years. His measure will co-ordinate and link up the power plants into a great chain with standard equipment. The weak, expensive plants are to be allowed to wear out and then will not be replaced. And ultimately England is to have power at 2 cents a unit (kilowatt hour).

Electricity could be brought down to ½ cent a unit if only drastic measures were to be applied. And even at twice that it would replace almost every conceivable fuel for most purposes. And then the cities would see the sun as often as the cheeriest hamlet. Even more, electricity would perform most of the household chores, wash the clothes, wash and dry the dishes, cook the meals, and so slay most of the ogres in the city jungle.

As a London resident, I recently moved into a new house and vowed I would practice what I had so often electrically preached to my English friends. I had coughed in the London fogs, wasted countless hours washing my grimy hands and spent what should have been holiday money paying exorbitant laundry bills, and now I rejoiced in the opportunity to do unto the community that I wished

the community to do unto me.

I discussed electrical appliances with travellers from America. I heard about electric radiators, washing machines, dish-washers, cook stoves, toasters, tea kettles, irons, hot-water heaters. And as I heard of each one again, I visualised it as installed in my house and my envious English friends looking on with astonishment.

When it came to find the retail departments of the great electrical stores. Much to my bewilderment they were in districts I had never penetrated, and by the time I reached the first one I had walked through several blocks of sordid slums. "A queer place," I thought, "for the modern Englishman to have to go to be up to date."

I came to a two-story building, not much larger than a general store in a small American town, and climbed up a narrow wooden stairway. This was the place to see electrically heated hot-water radiators. I knocked on a door. A clerk came out and, hearing what I wanted, went to find the manager, leaving me cooling my heels for some time in the "corridor."

I was ushered finally into the office of the manager and in detail told him what I wanted to do. He explained the radiators he had for sale and what they cost. I asked about the expense of upkeep.

"Where do you live?" he inquired. I told him the district. "Ah!" he went on, "that is, supplied by the so-and-so electrical company. You pay 3 cents a unit plus 40 per cent. At that rate one radiator would cost you 37 cents a day, and eight would be—" He turned to me grimly. "I may as well be frank with you. It will cost you eight times as much as coal and three times as much as gas. You would be foolish to install electricity for heating. I may be a poor business man to tell you so. But that is my advice. People like you can't put in electricity for such things with companies charging as they do. Even so, you're not so bad off as in some districts. They charge up to 10 cents a unit."

"You ought to be the busiest man in London," I said, mournfully, "and here you are, hidden in a corner of London, telling me not to install something you sell."

"I know," he sighed. "It will come some day, but it isn't here yet." I thanked him for his candor, rapidly figuring how much I should have spent for heating alone if I had realised my dream of electrically heated water radiators.

Then I came out on the street. The winter rain that had once been clean in the clouds was dripping like ink from the roofs, and even the spattered pavement was grimy. The air impure. I coughed. It was cold, and I rubbed my hands; they were black as a miner's. I blew my nose; my handkerchief showed a black stain where it had touched my nose. A dirty urchin ran past, dressed in clothes that were nearly stiff with soot. His face, under smears of dirt, was pale with anemia, merely for the want of sunshine. And I could not even heat my own home with electricity, as my small share to make a cleaner London.

MR. J. H. THOMAS
SUSPECT.OBJECTION TO ELECTION
TO COLONIAL INSTITUTE.

When the name of Mr. J. H. Thomas, M. P., was read at the annual meeting of the Royal Colonial Institute recently for confirmation as one of the vice-presidents, Mr. de Little, in view of what had happened in the last fortnight, objected, and moved that the name be deleted.

Lord Stanley of Alderley the chairman, said that every previous Secretary of State for the Dominions and Colonies had been invited to be a vice-president of the institute. They must remember that this strike—dangerous and lawless as it was—was a strike inspired by not ignoble ideals.

Sir Charles Lucas said the Prime Minister had told them to put away recriminations and bitterness. If the motion was carried it would go forth that the patriotic body that stood for trying to help every class in the Empire was giving a lead to ostracise a man who was on the other side.

Mr. de Little then withdrew the motion.

The meeting agreed to this course, and the original resolution was then passed.

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WHY NOT SPEND YOUR
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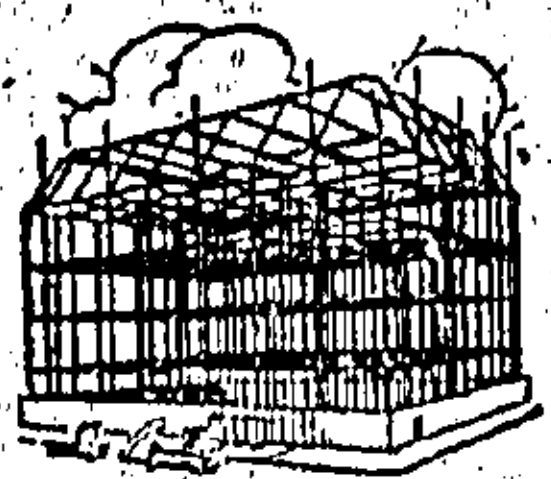
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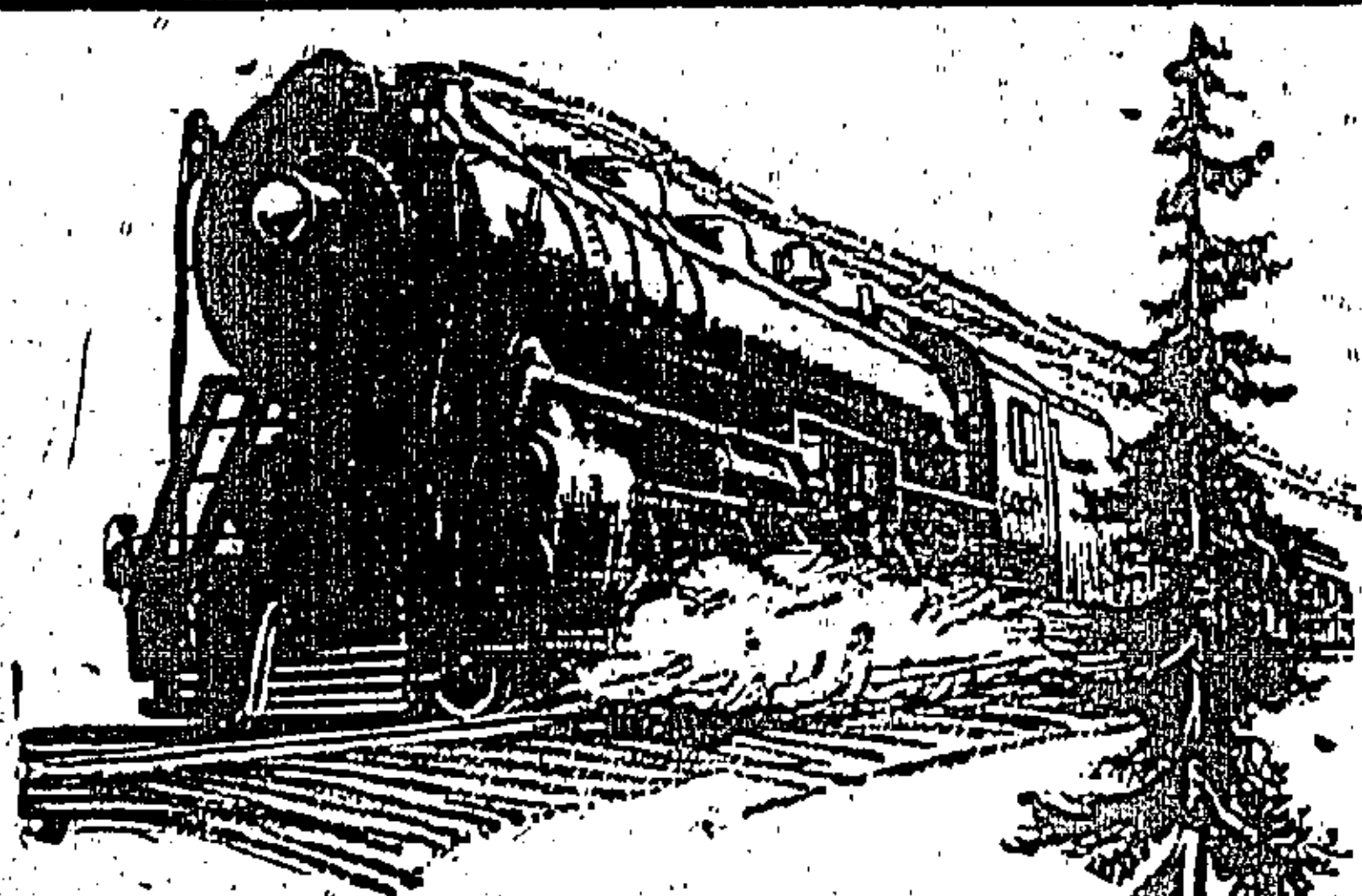
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A MISTAKE.

JUST A FAIRY TALE.

[By Jane Doe.]

The situation has got to what is called a pitch.

They say that, you know, when things are very black. As black as pitch.

The Bobbed-Haired Mamma, whose little daughter had flouted mutiny aboard flags from pewter-grey eyes for nigh on ten bitter days, desperately explored every avenue.

She tried Anger, laying down her work for the Smack. She tried Patience and Indifference. But it was when she tried to appeal to her child's Better Nature by saying "You don't realise that it hurts me far more than it hurts you!" that she completely lost her temper.

So would any self-respecting mother if she were laughed at like that!

"Very well, then! I shall not put up with your nonsense any further." Her voice snapped so hard that the words might have been the poppings of a lot of little patent dress fasteners. "The best thing we can do is to part. You obviously want another mother. I most certainly want another daughter—a better one. I shall take you back to where I got you from."

When they were shown into the private room of the Keeper of the Records of all Little Girls, that gentleman looked up from his desk and over his spectacles in great surprise.

"And what can I do for you?" he asked, as if he never expected to see such nice people there.

"I'm sorry to trouble you," began the Bobbed-Haired Mamma, "but the fact is, my daughter and I are very dissatisfied with each other, and would like a change."

Certainly, certainly! But, of course, we can't effect any change over without adequate cause. There must be reasons."

"We've plenty of those, I assure you. In the first place, we've no interests in common. My daughter prefers to buy 'comics' when I want her to read good books. Nor will she let me show her how to do things. And she's unreasonable. I spend a lot of money on her piano lessons, and she has a very nice voice, and yet when I ask her to play the Cherry Orchard or sing me the Happy Clown she makes as much fuss as if she were Paderewski or Galli Curci. And, besides, she's growing too tall for me. Why, when I tell her to stand up in the bath, so that I can wash her neck the water actually runs up my arms! And... and..."

The Bobbed-Haired Mamma smiled rather lamely. The funny thing was that when she started out to pay this visit she had hundreds of dreadful things to tell the Recorder, but now she could only think of a few, and even they seemed silly... and vain... and certainly not worth giving up one small daughter for.

So the old gentleman looked over towards the little girl who was sitting bolt upright.

"Mamma's always 'don'ting me," she complained. "One day I counted nearly one million and a half 'don'ts. And yesterday, when I told her that my new gloves fitted me, all but the little fingers, which were too big, and would she take them back, she laughed at me and told me not to be a silly donkey. Then she always grumbles if I read when I'm doing things. But I can't see why you can't read Coral Island and clean your teeth properly at the same time, can you? And....?"

She, too, queerly enough, couldn't think of half the things she wanted to say.

But the Recorder hummed and hawed as he went through his card index file and bit the end of his pencil. "There seem to be faults on both sides," he remarked.

It was on the tip of the Bobbed-Haired Mamma's tongue to say, "But I'm tired of being answered back!" yet she couldn't bring herself to say it. It was on the tip of the little girl's tongue to say, "But I'm tired of Mamma biting my head off!" yet she couldn't bring herself to say it.

"This is very strange," murmured the old gentleman, "but I can't find any records of this child."

"Oh, that's ridiculous!" said the Bobbed-Haired Mother. "Mignon Mignonette is her name, and she was born on February 1, 1916."

"Yes, I've got that. But my books say she was a 'blue-eyed baby with fair hair. Weight 7lb. Your Mignon Mignonette has got grey eyes, light brown shingled hair, and," he smiled kindly, "I'm sure she weighs a lot more than that!"

"But that was when she was a baby. She's 10 now, and her eyes have turned colour; and she goes to school and plays netball; and she got a goal one day, only they weren't playing at the time; and last term she got honours."

The Bobbed-Haired Mamma reeled off a long list of her child's accomplishments as if she were quite proud of her again. In fact, she not only beamed on the official, who beamed back, but she turned, and beamed on Mignon Mignonette, who also beamed back.

"Ah!" exclaimed the Recorder, as he shut the book with a bang. "That makes all the difference. You can't change her, now. We may only take her back providing she's in the same condition as when you took her away. If you took an infant, you must bring back an infant. Those are the rules."

He was gentle, but very firm. "I think the best thing I can advise you to do is to make it up!"

But the Bobbed-Haired Mamma and her little girl were already holding each other in their arms, and patting each other on the back, and laughing and crying all at once, which is the sort of thing you do when you're very relieved, after being very, very frightened.

And they forgave each other there and then, and promised always to be polite and kind and sweet and loving.

So now they're expecting to live happy and petted ever after.

CHINESE COURTS.

A CHINESE LAW STUDENT'S FRANK CONFESSION.

Chicago, Ill., May 1926.—Dr. Yung Li-yao, government student for "China," who recently received his degree of doctor of law from Chicago University and is at present studying the American common law system, recently lauded the United States judicial independence and equity plan.

Two lessons which Chinese courts can learn from United States courts are the value of judicial independence as based upon tenure of office and the value of the equity system of enlisting the aid of experts to give their opinions on questions of fact, and accepting these as advisory rather than binding opinions. Dr. Yao said recently.

"The trouble with the judicial administration of China is not with the law or with the judicial bodies proper but rather with the enforcing bodies of the executive branch of the government's," he said. "These are dependent upon the political stability which in turn is determined by foreign relationship and economic condition, largely at the mercy of foreign powers."

"The courts themselves," he continued, "are undergoing constant modification. At present they are divided into local courts of first instance, provincial courts of appellate jurisdiction and the supreme court. All have both criminal and civil jurisdiction. There is no jury trial, a system similar to the equity court system prevailing. All cases involving the government are tried in separate courts."

"The choice of a jury trial or the waiver of that trial is one of

LABEL ACTION.

£350 CLAIMED FOR WOMAN.

A woman's letter, containing an alleged libel against a concert agent, was read in the King's Bench Division recently.

Mr. Lauchlan George Sharpe, of Tooting Bec-gardens, Streatham, said to be sole agent for Messrs. Paderewski and Chaliapin, then claimed damages from Miss Eleanor W. Steele, of Linden-gardens, London. The words complained of were contained in the following letter from Miss Steele to Miss Helen Sealy regarding a concert at the Aeolian-Hall:—

"I should have been pleased to go to your concert, were it not that L. G. Sharpe is agent. In no circumstances would I go to any concert for which he is responsible and I think that this opinion is very largely held in London."

Miss Sealy, a client of the plaintiff replied:—

"I have not the pleasure of knowing your name. Mr. Sharpe is known to the profession as one of the best and straightest agents in London and provinces. Miss Steele, added counsel, also wrote a similar letter to other clients of plaintiff."

After the adjournment it was announced that parties had arrived at a settlement. Miss Steele it was stated, sincerely regretted having written the letters. She had agreed to pay the sum of £350, to include costs.

the excellences of the American system as I see it," said Dr. Yao. "It at once protects the individual in his rights and gives a possible means for expediting trials."

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HANKOW SHOOTING.

SHANGHAI GANG HELD RESPONSIBLE.

Hankow, June 16.
Police investigations have re-
vealed the fact that a gang of
Shanghai desperadoes were respon-
sible for the sensational shooting
affair here on Friday, June 11,
when three Chinese policemen
were killed and four seriously
wounded in a fight with the robbers
who raided the Yi Loong native
bank.

Although little has been said
about the measures taken by
the Chinese authorities to trace the
robbers, it now comes to light that
some very smart detective work has
taken place resulting in nine of a
gang carrying firearms being ar-
rested. There are good grounds
for thinking that among these are
the three who are responsible for
the shooting, for one at any rate
has been recognized. The band, it
has been found, have no connexion
with local troops, but have come
up from Shanghai. They are being
detained meantime till further
information is procured.

How Arrests Were Made.

The story of the steps taken
which led up to the apprehension
of the gang reads like a first class
detective tale. The gang having
come from Shanghai were not
known to the authorities, but they
made their first bad break by
selecting June 11 as the day for
their affray. In doing this, they
nullified their disguise as soldiers
for on that day all troops not on
duty were kept in barracks. Thus
the authorities were in a position
to check up the soldiers and find
that the bandits were not connect-
ed with the army in this centre.
Another break in selecting June 11
was that the outrage aroused the
Chinese authorities to immediate
action in order to stop all chance
of trouble.

The officials, therefore, started
to work the same evening and
knowing their own people well, at
once placed their fingers on the
weak spot, namely, that there is
no organization got together by
Chinese which does not attract
hangers-on. Orders were there-
fore issued that all known charac-
ters who were likely to cluster
round an armed robber gang had
to be watched. This resulted in
two local natives being found
spending more money than they
usually did or could have obtained
honestly. They were not arrested
and care was taken not to show
them they were suspected, but
steps were taken to prove that
they were connected with the gang
which it was desired to arrest.
The time came when the two men
went to one of the leading restau-
rants in town and ordered a sum-
ptuous meal. Quite casually, two
detectives took an adjacent table
and these, after touching on dif-
ferent topics of the day, turned
the conversation to the armed
robbery, and when it was seen that
the suspects were listening, one
detective asked the other whether
he had heard the news that the
Chinese police had received photos
of the bandits and were on the
point of arresting them. This in-
formation it was asserted had been
obtained from a friend in one of
the yamens.

Revealed Gang Headquarters.

The suspects thereupon panick-
ed and left the restaurant in a
hurry. The detectives, how-
ever, remained where they
were. Seeing this the two
thinking they were safe,
went straight to gang headquarters
to break the news to the leaders,
not knowing that an arrangement
had been made for having them
followed. Thus the lair was dis-

A SAILOR'S WIFE.

WOMAN GRANTED DIVORCE FOR DESERTION.

In the United States Court for
China, Shanghai, on the 21st in-
stant Judge M. D. Purdy granted
a divorce to Mrs. A. R. Metzfeldt,
in her suit against Louis H. Metz-
feldt, whom she married in January,
1922 whilst the latter was an
American sailor on board the
U. S. S. Wilmington. Defendant
was unrepresented.

In giving evidence, plaintiff said
that within four months after their
marriage her husband had left
Shanghai and to her knowledge
has not returned. He had not
communicated with her, nor had
he done anything toward her sup-
port.

Questioned by Judge Purdy,
witness said that they were mar-
ried by Dr. Parker. After her
husband left she opened a board-
ing house and had other commer-
cial business. Although her hus-
band left no address, she had
written to Washington to ascertain
his whereabouts. In reply to fur-
ther questions, witness said her
parents lived in Irkutsk. She had
come to Shanghai from Vladiv-
stock with her baby in 1921. Her
husband she had known for two
months only before she had mar-
ried.

After Peter Schieff and Alex-
ander Vagenir had given corro-
borative evidence, his Honour or-
dered the decree to be drawn up.

covered. It is interesting to know
that the gang had selected a place
near general headquarters as being
the safest through being right un-
der the nose of the authorities and
the last district to be suspected.
The place was at once raided and
inside were found the gang, who
were promptly arrested for carry-
ing pistols and ammunition which
were found on their persons. In
the meantime, further investigation
is taking place, which, after the
above smart piece of work, should
bear considerable fruit.

Foreigner's Escape.

The experiences of different for-
eigners during Friday night are
decidedly interesting and one re-
sident had a narrow escape as his
riches continued level with one of
the robbers for some distance and
became a target for his pistol. He
gives an account of his experience
in his own words, as follows:

I got mixed up with the affair
about two minutes prior
to the blowing of any
police whistle. At this time
I took the situation wrongly
as I understood the "soldier" to be
coming towards me in his ricksha
was putting off Chinese crackers.
This was my opinion until a bullet
whistled past my ear, approxima-
tely two inches adrift. My ricksha
cooler dropped his shafts and ran,
but fortunately the crowd preceded
the "soldier" and amongst this
crowd was one kind-hearted Chi-
nese who saw my difficulty. He
cancelled my order of "man man
di" and called him back. I sat in
my conveyance exactly in line with
the "soldier" who was setting off
the crackers, but my ricksha con-
tinued on toward the Palace
Cinema while the gunman turned
up towards the Ice Works, and as
I moved past this junction I saw
the policeman on point duty mea-
sure his length on the ground. I
do not know if the constable was
one of the fatalities as I had no
opportunity for examination as the
crowd was with me until they re-
leased their pressure towards the
Bund past the Palace.

I met the shots as I turned the
Customs dwellings, the other rob-
ber facing me from the Wha Ching
Kai. I noticed under the street
lamp that he glittered profusely
at the waist, but from what I can-
not say—personally, I think that
the glitter was more resembling
Colts than a style of bandolier.

COMPANY REPORT.

COMMERCIAL UNION ASSURANCE CO.

The annual report of the Direc-
tors of the Commercial Union As-
surance Co., Ltd., just published,
states:

Fire Department.—The net pre-
miums for 1925 amounted to
\$8,580,541, being an increase of
\$357,374, as compared with the
previous year. The claims paid
and outstanding amounted to
\$4,457,661. From the profits of
this department the sum of \$250,
000 has been carried to profit and
loss, leaving the fire insurance
fund at \$3,283,677.

Marine Department.—The net
premiums for 1925 amounted to
\$490,881, being an increase of
\$55,891 as compared with the pre-
vious year. The claims paid and
outstanding amounted to \$293,115.
From the profits of this depart-
ment the sum of \$100,000 has been
carried to profit and loss, leaving
the marine insurance fund at
\$1,082,437.

Accident Department.—The net
premiums for 1925 amounted to
\$3,307,162, being an increase of
\$675,759 as compared with the pre-
vious year. The claims paid and
outstanding amounted to \$4,638,
579. From the profits of this de-
partment the sum of \$100,000 has
been carried to profit and loss,
leaving the accident insurance
fund at \$5,406,111.

Profit and Loss Account.—From
the balance of this account,
amounting to \$1,056,288, the di-
rectors recommend the payment of
a final dividend of eight shillings
and three pence per share, free

THE S.S. TAISHAN.

RIVER BOAT'S IMPROVED SPEED.

Having completed her six month-
ly docking, including the fitting of
new bronze propellers, this vessel
ran trials on the three miles
measured course on Thursday when
a mean speed of over 16 knots
was easily attained, while on two
runs a maximum speed of 17½ knots
was attained.

It will be recalled that the
"Taishan" was built last year for
the Hongkong, Canton & Macao Co.,
Ltd., by the Taikoo Dockyard, a
full description of this fine vessel
being given at the time of com-
pletion.

Life Department.—The new
business of the year consisted of
6,134 policies for \$4,161,523, of
which \$450,093 was reassured with
other offices, the net amount re-
tained being \$3,702,490. The
premium income (single and an-
nual) applicable to the net new
business amounted to \$443,093.

The claims by death and maturi-
ty amounted to \$536,563, and as
a result of the year's transactions
the life assurance fund was in-
creased by \$1,294,595 to \$12,990,
794.

The total assets of the Company
now amount to \$51,272,922.

INTERNATIONAL LAW.

AMERICAN PARTICIPATION URGENT.

Washington, June 25.
Mr. Kellogg has sent a letter to
the Foreign Relations Committee
of the House of Representatives
recommending American partici-
pation in the third Hague Con-
ference, for the sole purpose of
promoting codification of inter-
national laws, provided all the in-
terested parties, whether members
of the League of Nations or not,
have a free opportunity
to participate in full, and account
is taken of the preliminary work
of jurists in the western hemi-
sphere as well as those in Europe.

Mr. Kellogg discloses that he
has been informally approached by
Holland, whose Government agrees
with his proposals.—*Reuter's
American Service.*

RUSSIA AND JAPAN.

SEIZURE OF FISHING VESSELS.

Tokyo, June 25.

Owing to the Soviet seizing and
holding two Japanese fishing
vessels for alleged violation of the
agreement re territorial waters the
destroyer Akikaze has proceeded to
the scene to investigate.—*Reuter.*

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SUCCESS IS THE SIMPLE
ONE OF "HIGH QUALITY
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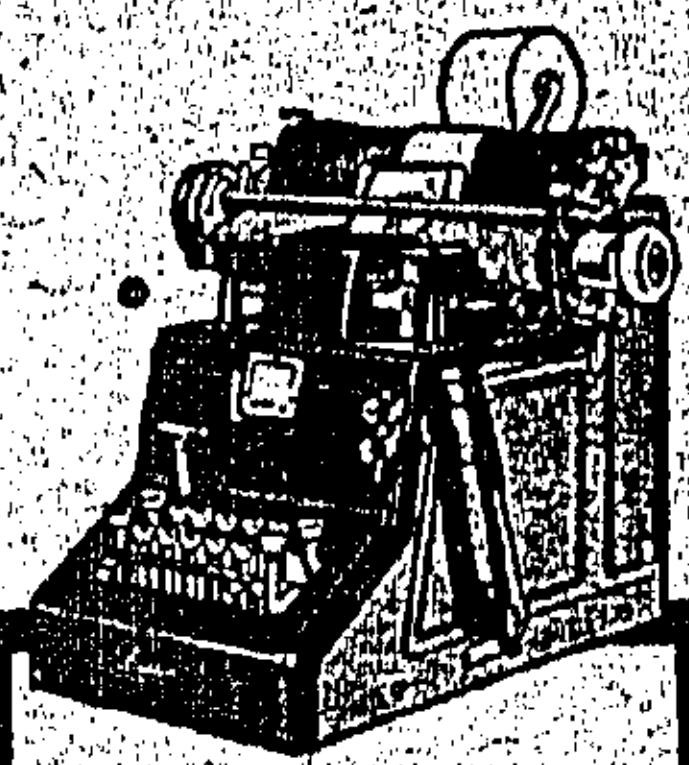
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Dalton

The Telegraph

SATURDAY, JUNE 26, 1926.

SHANGHAI'S TROUBLES.

Labour troubles in Shanghai are daily becoming a graver menace to the well-being of the big northern port, where agitators who incense the workers to destructive violence seem to have gained a big hold. Thursday's incident in which strikers at a Japanese cotton mill (protesting against the arrest of a mill detective) actually set fire to the cotton and then later attacked the Fire Brigade with bricks, spanners and other heavy missiles, was the climax of what has been a series of disorderly outbreaks extending over the past two or three months. It has been impossible to read any of the Shanghai daily papers of late without finding reports of strikes and the violence attending them, and the curious thing about a good many of these strikes is that they are not called to obtain better conditions of labour or higher pay, but because of "incidents," many of which have been obviously manufactured by agitators. Let us look at a few of those current when the last mail left Shanghai. The employees of the Chinese Tramway Company were on strike because of an alleged assault on a motorman by some Chinese naval sailors. A demonstration procession was held and the tramway workers demanded the punishment of the offenders, the payment of an indemnity to the conductor and motorman concerned in the assault, and a guarantee that no similar incident would be tolerated in the future. A strike was also in progress in the Nagai Wata Kaisha cotton mills because of a factional fight between the workers. The strike was to demand the dismissal of the instigators, the compensation of those injured and the appointment of a lawyer to settle the dispute. The millowners had little to say about the whole matter. In the Japan-China cotton mills at Footung, there was trouble not arising from any ordinary labour demands, and the general air of unrest and uncertainty prevailing in labour circles was largely consequent on factors other than those normally associated with labour disputes. It is true that a number of small strikes have been going on for some time on the unsatisfied demands for higher wages. Over 600 silature workers employed in Chinese silatures were on strike for higher pay, the workers of the Kiwa Mill were also asking for higher wages, tea godown workers were out for a like cause and some women sock factory workers were also on strike protesting against a threatened reduction in pay. In all cases apart from those concerning Japanese cotton mills the employers of the discontented labour were Chinese.

One would not be fair in considering the present outcrop of labour trouble in Shanghai if one did not take into account the fact that the condition of the people has been made the harder of late by reason of the extraordinary high price of rice following a shortage in stocks and hoarding by native dealers. There is doubtless much justification for a higher rate of pay to workers to meet this extra cost, but there is and can be no justification for the violent outbreaks of impatience and passion which have marked most recent disputes. Shanghai's brand of "labour leader" is of the half-baked student type, the man who will incite a crowd and spread false report because of his immature outlook. He wants trouble and suffering as an aid to his preaching, little caring for those who are called upon to bear it. As China's greatest industrial centre, Shanghai will have to take this problem of rowdiness among its native labour very seriously and examine with care all possible avenues to a remedy. Police methods are only a check and not a cure. What is most wanted is an enlightenment of opinion among the workers and that can only be achieved by educational propaganda. Trade Unionism is running wild at the moment and needs a severe check.

Coal Issues.

Whilst the coal deadlock still continues, the Home Government is doing what it can with the object of paving the way to a better organisation of the industry. As was pointed out by the Secretary of the Mines Department in the House of Commons on Wednesday, there are numerous points dealt with in the Coal Commission's Report which cannot be made the subject of legislation, but which are better left for adjustment between the owners and the miners. Under this heading come such matters as family allowances, profit-sharing and payment by results. On the question of amalgamation with a view to unification, the proposed voluntary scheme may appear good on the surface, but we are inclined to think that, like all such proposals, it rests too much on action by those who may not feel inclined to act. It may produce some good results, but there does not appear at the moment any great urge in that direction. It is all very well for Mr. Hartshorn, at this time of day, to plead for a round-table conference between the Government and Labour leaders on the whole coal question, but past experience has shown the difficulty of getting the men's leaders to agree to anything binding in character. There have surely been conferences without any fruitful results. In any event, conferences can be of no avail when one party adopts an attitude of absolute refusal to give way on essential points. Profit-sharing, too, is an important issue, but, even if owners were willing to initiate such a scheme, we are under the impression that the miners would not enter into it, as Labourites have for some years past consistently set their faces against the idea. In the meantime, the strike still goes on and the country suffers heavily in consequence. Any hopes of a way out seem to be dependant on a change of heart on the part of the miners, who, with the owners, must be willing to make concessions if the industry is to be put on its feet.

WORLD MIGRATION.

RESOLUTIONS ADOPTED.

London, June 25. The World Migration Congress has concluded, after adopting the resolutions on the agenda—*Reuter*.

DAY BY DAY.

AS THERE IS MUCH BEAST AND SOME DEVIL IN MAN, SO IS THERE SOME ANGEL AND SOME GOD IN HIM.
—Coleridge.

The Colony had a clean bill of health for Thursday.

Libert H. Lovegrove has been appointed to H. M. S. Moth.

Tenders are being invited for widening and improving the Shauiwan Road in Shauiwan village.

The Astor House Hotel, which is in a dangerous condition, was extensively shored up yesterday.

His Excellency the Governor has appointed Dr. Hilmar Florenz Sommers to be a Member of the Dental Board.

Notice is given that a portion of the piece of land known as "West End Park" has been re-appropriated as from the 11th June.

No fewer than 51 pages in the Government Gazette are taken up by new Regulations under section 3 of the Post Office Ordinance.

On account of the unsettled weather, it has been decided to postpone the Kowloon Cricket Club concert, which was to have taken place to-night.

Passengers arriving yesterday by s.s. President Jefferson included Professor Ross W. Marriot and Mr. Lo Kan of the Hongkong Amusements.

Having as its object to "prevent the use of titles, etc., by uneducated Chinese midwives, which are calculated to deceive the public and convey the impression that the midwife is properly qualified," a new Bill is shortly to be introduced in the Legislative Council and is published for information in the Government Gazette.

An addition has been made to the Volunteer Gymkhana prize list by the Standard Oil Company, who have donated a case of lubricating oil of the grade suitable to the winner. Entrance forms may be obtained from members of the Gymkhana Committee or from the offices of the Hongkong Telegraph. Full particulars appear in to-day's "Motor Supplement."

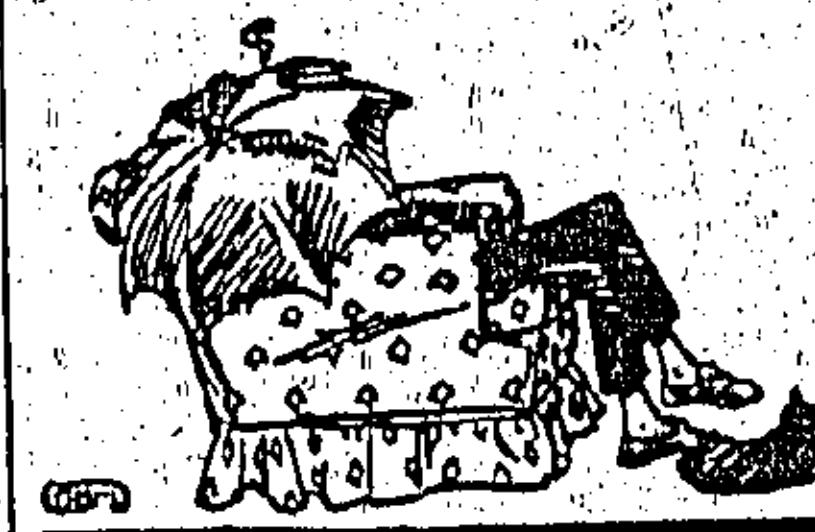
A Chinese faction fight started at Ipoh on the 17th inst. and was resumed on the following morning, resulting in numerous casualties, including one bad case of stabbing. It started through a Hokien street seller of durians refusing to make good a rotten durian sold to a Cantonese girl. Crowds took sides and a bitter fight ensued. At daylight a police squad restored order, but trouble broke out in the morning, when a Chinese detective was stabbed. Quiet was restored, but crowds blocked Leach Street for some hours.

That \$10,000,000 that Egypt might have had for a museum had it not demurred to the conditions imposed by John D. Rockefeller, Jr., finds a warm welcome 2,500 miles nearer home. Ireland will not get it all, but the Rockefeller Foundation has acted favourably upon the request of Sir William Taylor for \$6,250,000, which will equip and endow a great new hospital sorely needed in Dublin. No wonder that Governor General Timothy Healy of the Irish Free State is stirred to exclaim in Gaelic, "Rockfeller abu!"—"Rockfeller forever!" The "abus" of appreciative Irishmen are in refreshing contrast to the abuse of some misguided Egyptian chauvinists.

Soewarna, one of the leaders of the Javanese Communists, who was responsible for the instigation of Javanese labourers at Parakan, has been arrested at Temanggoeng. Another report received from Magelang, in middle Java, states that a further three Communist propagandists have been arrested as well as two natives soldiers also in possession of Communist literature. As a result of a search by the military authorities, native soldiers have been taken into custody, tried before a military court and eventually dismissed from military service. It is probable that a thorough search might reveal a few more. Draconic measures are being taken to nip Communist activities in the bud.

MIXED GRILL
A Merry Miscellany
Ashley Sterne

I am vastly tickled to read how unfamiliar the Australian cricketers are with the use and management of umbrellas, for according to Mr. Kelleway very few people in Australia carry umbrellas. I picture the team, then, daily doing a little light umbrella-drill by numbers underneath the shower-bath at their hotel, so that when they encounter one of our typical English summer days they shall not feel awkward as they walk abroad. For my part, I dislike carrying an umbrella in the street, so every day, wet or fine, I sit in my study beneath an open umbrella, saving



up shelter against a rainy day. Then, when I go out in the middle of a shower, I am already so jolly well sheltered that I never get wet.

Since telling you last week about that girl I once knew who was so pale that I got snow-blindness through gazing at her, I have met another most remarkable member of the sex. She is so tall that when she wants her hair waved she has to go to a steeple-jack.

Newts, I see, have been obstructing the water supply of Christian Malford, a village in Wiltshire; and this reminds me of a curious incident that happened to that priceless old ass, Professor Barmion Crumplett, F.Z.S., when he was visiting Hongkong some years ago. He had gone East (much to the disappointment of his fellow-scientists, who had been fervently praying that he would go West) to study at first hand the habits of the chop-suey—which, as you doubtless know, is the bird that builds the edible birds'-nests. On going to the bathroom of his hotel one morning for his customary shower-bath, he found on turning the lever that no water descended. Instead, about 14 gallons of small goldfish were decanted upon his venerable skull, and upon investigation it transpired that they had been placed for safety in the tank overnight by a Chinese illusionist named Wun Kow Tung (ne Alf Simmons of Bermondsey). Unfortunately, the latter, having run out of ants' eggs, had been forced to feed his little assistants on salted caviar, which made them dreadfully thirsty, with the result that during the night they drank the tank dry. Old Crumplett was very annoyed at the incident, but was mollified when the illusionist made him a present of the goldfish, which, being defunct, were useless to him. The Professor had them bleached, and made quite a tidy sum by selling them to a restaurant-proprietor as whitebait.

Talking of fish, I see it reported that an octogenarian of Cambridge recently took a 20lb. pike out of the Cam. Now I hear a rumour to

the effect that the University proposes to bestow upon the aged sportsman the coveted title of Senior Angler.

"No girl who is unable to cook an appetising meal is educated," said Dr. Elizabeth Sloan-Chesser in a recently delivered lecture. And conversely let me sing—

Sweet Phyllis, pray accept from me
My most profound apology!
How oft have I not chided you
Because Greek verse you can't
construe,
Employ most awful grammar,
And scarcely know your A. B. C!

Forgive me that so often I
Deplored your lack of mastery
Of things the youngest child
should know—
Such as "De Bello Gallico,"
And whence the Danube's waters
flow,
And what the value is of "pi."

For you can cook the tasty dish
Such as we hungry menfolk wish!
What matter if no heed you give
To splitting an infinitive?
No wiser pundit does their lives
Than you, M. A. of chips and fish!

A friend of mine had occasion the other day to ring up his coal-merchant who had failed to deliver an urgent order. My friend learnt that delivery had been delayed owing to a fire at the coal-yard. "It's lucky," he sarcastically observed, as he replaced the receiver, "that your yard contained no combustible material!"

Manchester Libraries Committee have decided upon the very commendable plan of issuing book-markers with the library books printed with a number of "Don'ts" for careless readers. I quote one:—"Don't read with dirty hands or at meals."—Fully to appreciate the necessity for which I wish I could show you a book I recently borrowed from my own local Public Library. At first I thought the librarian had made a mistake and handed me a lump of coal. But no, several pages of the book were decipherable in a strong light, so I settled down to its perusal. I hadn't got very far before it was obvious that the previous borrower had been a



meal-time reader. I collected three sultanas and seventeen crumbs from the Preface, and in the middle of Chap. III, I found a tea stain, a squashed currant, and the imprint of a well-buttered thumb. But worse was to follow. Half-way through the book at an exciting point where the hero is faced with the hideous alternative of denouncing his old father to the Police as a secret ventriloquist or of taking lessons on the ukulele by correspondence, I encountered the complete tail and backbone of a herring, a slice of toast, and about half-a-pint of marmalade.

In returning the book to the library I strongly urged that it should be handed over, just as it was, to the Free Breakfasts to Poor Children Committee.

NAVAL DISARMAMENT.

FLEET TONNAGE COMPARISON
FAVoured.

Washington, June 25. Official circles are surprised at the action of the naval sub-committee of the preparatory Disarmament Commission, at Geneva, deciding in favour of the French theory that a comparison of naval armaments should be based on the total tonnage of each fleet, instead of the tonnage of various classes of warships, as adopted at the Washington naval disarmament conference.

This action is ascribed to the submarine problem, but it is hoped further conferences of the nations might agree to include submarines in the classified tonnage limitations, the principle of which was rejected at Geneva.—*Reuter's American Service*.

CITY OF NAPLES
RESCUES.JAPANESE MARINERS
WARMLY PRAISED

Tokyo, June 25. The Japanese naval men and merchant mariners who helped to save the crew of the City of Naples on June 17, were the guests of honour to-day of the Pan Pacific Club, at which the British Consul General, Mr. Hamilton Holmes, warmly thanked them, and highly praised their bravery, especially emphasising the Cuesco Maru's gallantry and skilful handling, which was also emphasised in the naval court of enquiry's report. This report exonerates the City of Naples captain.

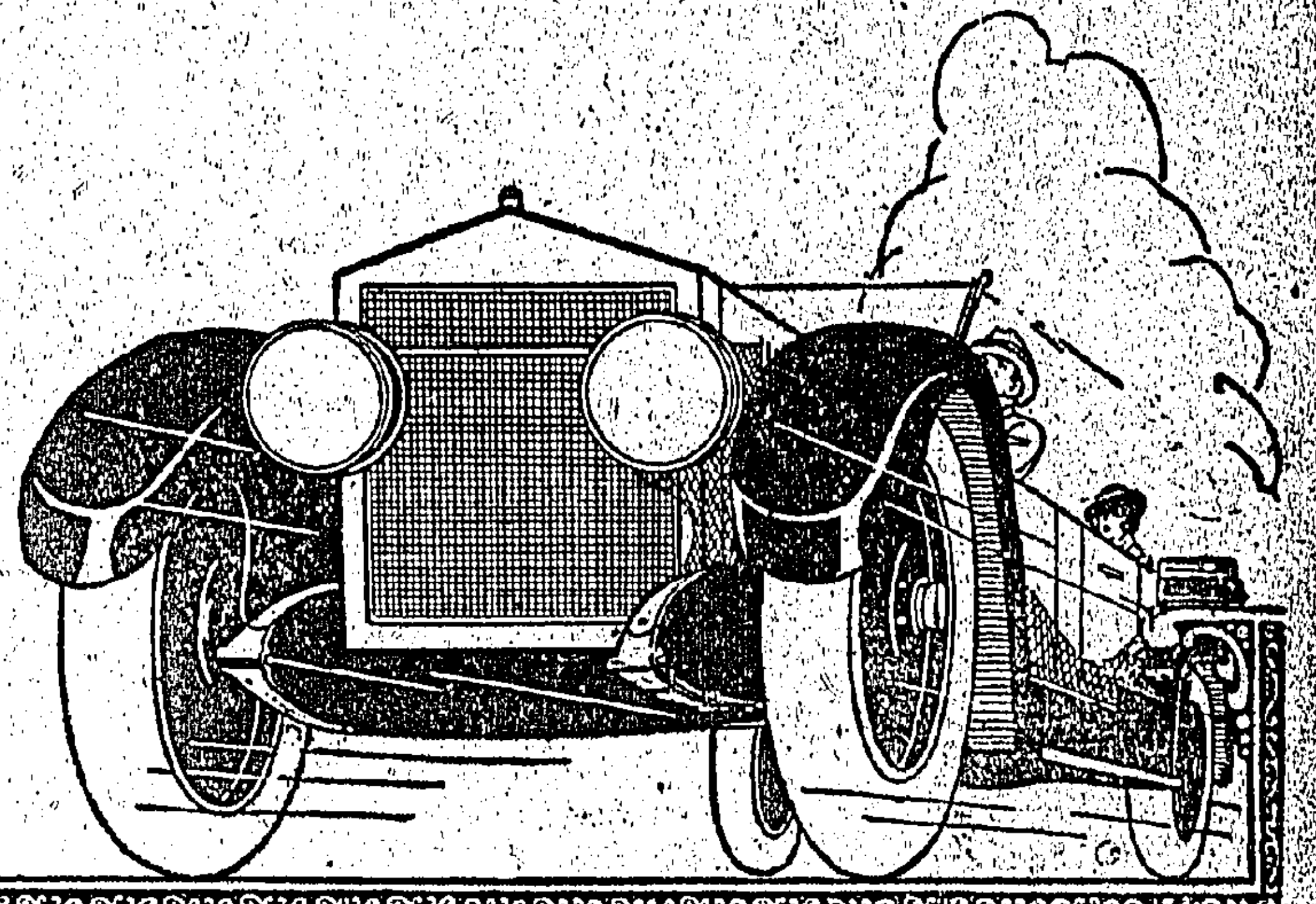
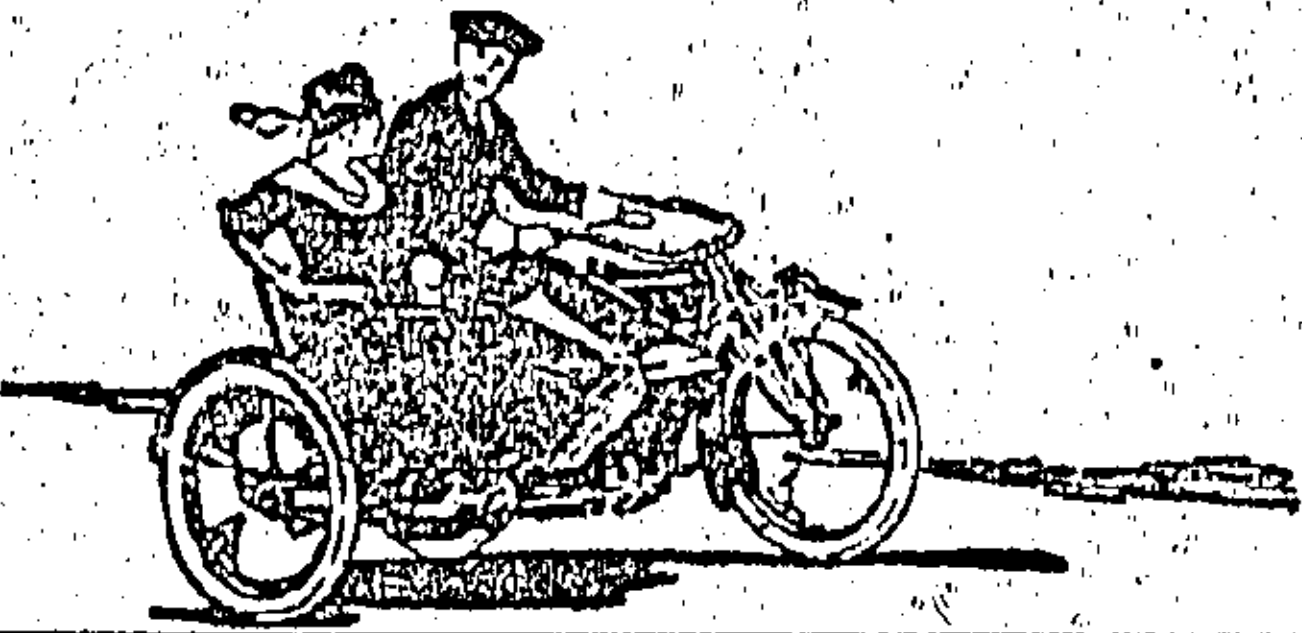
Commander Sakabe, who with a bluejacket, materially aided in the rescue, plunging into the sea and swimming to the doomed vessel, was also specially lauded.—*Reuter*.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 26th June, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

H.K.A.A. New Members.

Since we published the last list, the following motorists have joined the Hongkong Automobile Association:—

C. E. White
Flk. Lt. L. Wapless O'Gowan
Sung, Capt. H. J. Chater, R.N.
J. T. Bagram
Kan Tong Po.
A. N. Lucy
H. E. Wilson
J. H. B. Nihil
Harold West
Rev. W. H. Hewitt
A. K. Taylor
W. K. Reynolds
C. G. Perdue
E. C. Neville

The Gymkhana.

The Mounted Infantry and Armoured Car Companies of the Volunteer Defence Corps, are to be congratulated upon the thoroughness in which they are organising the forthcoming Gymkhana. There is a most attractive aspect to competitions for motor cyclists, both for the competitors and spectators, and the competitions being arranged for July 10th will provide plenty of amusement for the crowd. Thanks are due to the firms who have so generously donated the various prizes thus giving an additional incentive to motor cyclists to compete. The British American Tobacco Company and Nestlé's Swiss Milk Company have jointly offered to defray the cost of providing programmes. In other parts of the world, motor cyclists are looked upon as a particularly "sporty" section of the community, and there is every indication that the forthcoming Gymkhana here will give convincing proof that Hongkong deserves the same attribute. An advertisement appears on Page 8 of this Supplement in which a list of prizes appears.

Rule of the Road.

Accidents could be avoided if the precedence of the main road user and of one road over another at crossways were established. Every motorist will doubtless recognise the wisdom of this, although it will take some time to impress the point upon some of the professional drivers. No sensible motorist will turn into, or cross a main road, without exercising the utmost caution, but it must be admitted that there are some drivers who think that by giving audible warning they are entitled to drive into or cross a main road without giving way to main road traffic. One particular locality may be mentioned as an illustration, and that is at the junction of Des Voeux Road near the Law Courts and Jackson Road. When driving a car from Queen's Road and through Jackson Road, in a northerly direction, the driver should keep a sharp look-out for east bound traffic in Des Voeux Road.

Dangerous Passing.

Another danger which calls for attention is the practice of quite a number of drivers who overtake cars on a bend on the roadway. Hongkong's roads consist of many twists and turns, and some drivers become impatient waiting for a suitable "straight" where overtaking another car can be safely accomplished. Very few owner-drivers offend in this respect, but motorists who employ chauffeurs should give most implicit instructions on this point.

Car Weighing.

During the past week, the compound of the Central Police Station, has presented a somewhat unusual scene in the procession of cars and lorries of all sizes and makes filing past the traffic office. The decree has gone forth that in pursuance of the checking of weights and loads for the purposes of what, from the point of view of the authorities, is a fair readjustment of motor taxation, all cars and lorries are to be weighed by the process made available by the installation of the new weighing-bridge.

Designed originally with the view to finding an equitable means of taxing the heavier class of vehicles the new process has arrived at an accurate way of assessing the wear and tear on road surfaces by lorries, particularly by the type of goods lorries with solid tyres.

In a few days the weighing bridge will be paying for itself, said the officer in charge of the new machine as he made certain calculations and discovered that certain cars and lorries had been paying half of what their precise weight should have paid.

Increased Revenue.

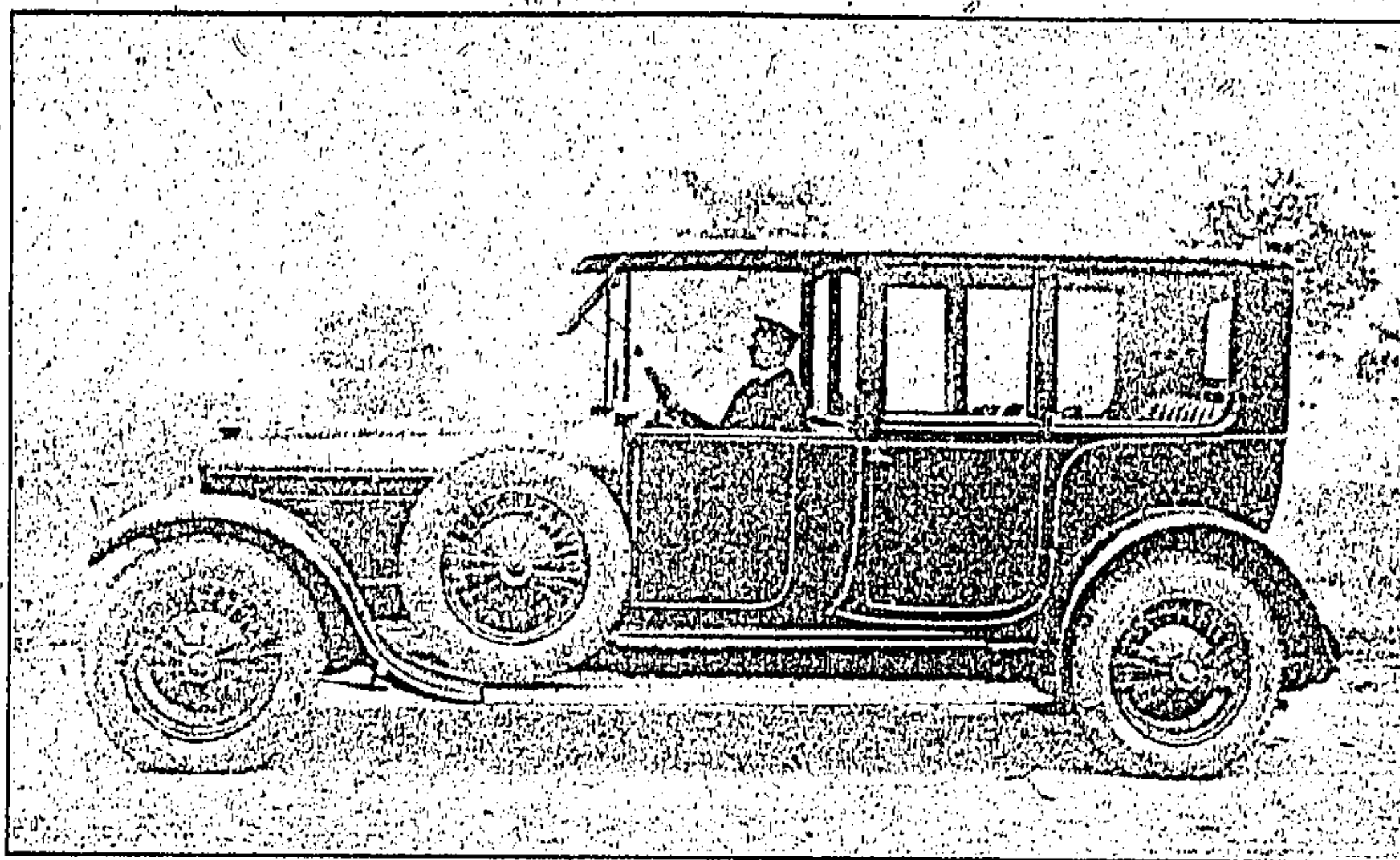
As the weighing machine has cost something like \$7,000 for its purchase and installation, there is something to be said in connection with the large increase in licence fees, that owners of cars who have been paying \$24 now find themselves called upon to pay double this amount in consequence of the ruling that cars weighing over 3360 lbs. are to be taxed with an increase of 100 per cent. The increase in the case of motor lorries (which were the original cause of the new graduation of licence fees), is even more marked. We are informed that the type with pneumatic tyres originally cost \$24 in licence fees. Now this rate has been altered, and in a distinction between the respective weights, it is now ruled that licences for lorries with solid tyres and weighing up to 50 cwt. are to cost \$120, while the same type of vehicles exceeding this weight are to have their fees doubled. In all cases the new rates become operative from the 1st July, when is the usual time for the renewal of motor licences.

"Honest weight" in connection with the new method of weighing is attained by automatic registration on a card issued to the driver after the operation. The "weight" of each vehicle is computed with the tank full of gasoline, the radiator full of water, the spare wheel, tools and accessories. In the first three days an increase of \$1,192 was marked off for collection from owners at the forthcoming date of renewal of licences.

A Suggestion Approved.

Thanks to the efforts of the H.K.A.A., an arrangement has been made with the Police whereby owners of standard types of cars will not be required to take their machines up to be weighed. If for example, the owner of an Essex or Morris car has not had his machine weighed, it will be sufficient for him to send his licence to Headquarters requesting exemption from the weighing procedure. The weight of his particular type of car being already recorded, the licence will be returned accompanied by a certified weight slip. This concession will be greatly appreciated by Kowloon owners.

H. M. QUEEN MARY'S LATEST DAIMLER LIMOUSINE



H. M. Queen Mary has recently purchased the above Daimler Limousine, the coachwork of which is by the famous firm of Hooper & Co.

New Road.

Good progress is being made with the new road leading from Robinson Road to Conduit Road, and during the next few days, it is expected that it will be open to light motor traffic. The gradient is quite easy, and there is no doubt but what the new thoroughfare will be freely used in preference to the stiff climb under the bridge.

Road Improvement.

The lamp standard which was situated in the middle of Queen's Road, Central, at the junction of Ice House Street has been removed. This will give three or four feet extra traffic space, so much needed at this place. It would be quite a good idea to also remove the tree in the same vicinity, which, although picturesque, causes an obstruction at one of the busiest main thoroughfares of the Colony.

American "Small Cars."

After all the rumours which have escaped regarding the advent of the American "small car", it will come as interesting news that the manufacturers of the "Overland" car have developed a small four-seater for which much is claimed. Known as the "Whippet" the new arrival has been built to meet the competition in miniature motor cars. Favourable reports have been received in the Colony, and those interested will have an opportunity of testing performance in the near future, for two are already on the way to the order of the Universal Auto Supply Company.

A.C. Mobile Section.

The Armoured Car Company is rapidly becoming one of the most popular sections of the Volunteer Corps. Apart from the Gymkhana, which promises to be quite a spectacular and important public function, interesting features are being organised for members of the Company. The first of these will take the form of a formation ride to Castle Peak on Sunday, July 4th, while on Sunday, the 18th, instant, at the suggestion of Major Roberts, V.C., D.S.O., an instructive and interesting test will be made to ascertain how rapidly the Company can take up a position to repel an imaginary landing party in the vicinity of Sheko. The enthusiasm of the Officers and other ranks of the Company is the best augury for a most successful future.

CARBON DEPOSITS.

A HINT TO OWNER-DRIVERS.

There are many ways in which the owner of a present-day car can minimize the carbon deposit bogey, the most important of which are given below:—

Attend to the condition of the piston rings. If they do not bear evenly on the cylinder walls, if they are too slack in their grooves, or if the gaps when the rings are in position are excessive, fit new rings. (Oversize rings may be necessary in the case of an engine which has had considerable wear.)

When decarbonizing, do not forget to remove carbon from the underside of the piston head. If allowed to accumulate there, it will seriously interfere with heat dissipation.

A few hours are well spent in burnishing the cylinder head and in removing excrescences which permit carbon to adhere firmly to the metal instead of being rejected with the exhaust gases.

Ascertain that the carburettor air intake is provided with a fine mesh gauze to prevent ingress of road dust.

Finally, buy only the highest quality lubricating oil of the correct grade as specified by the car makers or the oil refiners.

Ford Ship Coming.

A cable has been received by Mr. Andrew Harper, junr., giving the information that one of Henry Ford's recently acquired ships is due to arrive in Hongkong at the latter end of August. The vessel is laden with a large shipment of the popular Fords for various ports in the Far East, forty of which are to the order of Mr. Harper in Hongkong. Mr. Harper informs us that this number brings the total of Ford cars on route to the Colony up to 100.

More Prizes.

At the moment going to Press with these notes, information has been received that the Texas Company has offered 32 gallons of Texaco gasoline, 5 gallons of Texaco motor-oil and 5 lbs. Texaco gear compound as extra prizes in the forthcoming Gymkhana.

FLOOD LIGHTING.

SUGGESTED FOR HIGHWAYS.

Columbus, O., May 12.—Ohio may become the testing field for a system of super-highways, flood-lighted from one end of the state to another, that may eventually be adopted throughout the country.

F. G. Harrison, president of the Good Roads Federation of Ohio, has already advanced this idea before a highway conference here. And he has the backing of specialists on lighting, as well as highway engineers.

Harrison's plan, if adopted, would entail the construction of a double-decked highway system where heavy interstate traffic demanded it, and of lighting these and all other roads in the state with a series of lights newly developed at the Nela research laboratories in Cleveland.

There lights flood the road more effectively it is said, than any boulevard lights in use to-day. Their principle is already in use on the large airfield fields where the landing grounds are flooded by the rays from one powerful lamp.

At the same time, says Harrison, the cost of installation of this system would be comparatively cheap.

"I am told that an added cost of \$700 to \$1,000 a mile would cover the expense," he says.

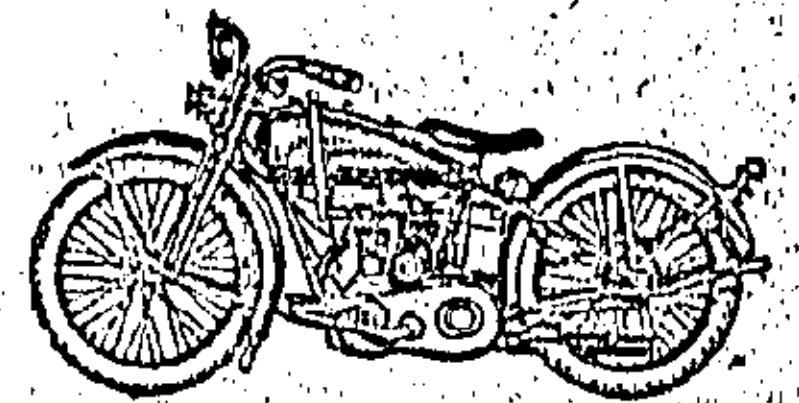
The combination of super-highways and flood lighting, Harrison contends, would eventually save money and lives in providing special heavy roads for trucks and greater safety for motorists.

WANT STANDARD BUSES.

The rapid development of the motor bus business during the past two years is causing a study of standard bus specifications to promote economy in manufacture. At present the rapid growth in this form of transport has led to many experimental regulations in different states, making standard manufacture impossible.

MANY BUS ROUTES.

Many tourists are seeing America by bus. There are 7,850 motor bus routes which 5,500 motor bus companies operating. The greatest bus-using region is the section north of the Ohio river and east of the Mississippi river.



ARE YOU READY?

Has the call of the open road gripped you? Are you longing to "give her the gas" and enjoy another season of motorcycling?

But, just a minute before you take that trip. Is your machine in the best of condition to insure another long period of motorcycling pleasure, free from trouble and worry?

Do you expect maximum power from a carbon filled motor? Are any bearings worn? Are adjustments necessary? If so, remedy these things now when it's very easy and inexpensive. Later, repair bills may result from neglect.

If your machine needs attention, we can do the work, unless you do it yourself. At any rate, buy your parts from us. For we use and sell only genuine HARLEY-DAVIDSON parts—

REPAIRS ON ALL MAKES OF MOTORCYCLES.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.



Mobiloil

Make the chart your guide

Only lubricants of REAL QUALITY are TRULY ECONOMICAL; for the value of the saving that comes through GOOD SERVICE always EXCELS mere price-saving. The MOTIVE of every purchase is always SERVICE, in one form or another. When a motorist is MORE PARTICULAR about the price to buy than the ABILITY of the lubricant to PERFORM THE SERVICE expected of it, the outcome is usually disappointment and eventual EXTRAVAGANCE.

A Good lubricant and a CHEAP lubricant are as different as day and night. Gargoyl Mobiloil, costing more to buy because it is the VERY BEST QUALITY, lasts longer, does more, produces finer results, performs more dependably. There are no worries, griefs, aggravations, inconveniences and unexpected costs. Gargoyl Mobiloil, through the calibre of the results it delivers, makes the cheaper lubricant by comparison expensive even if the cheaper lubricant has been purchased for much less.

The only accurate basis of figuring the true cost and actual worth of a lubricant is by the appraisal of its value in SERVICE—and then compare the sum-total of these with the price paid for the lubricant.

Drain the crankcase while the engine is hot. Refill to the right level with the Correct Grade of Gargoyl Mobiloil. It will not take you long to discover the remarkable value of Gargoyl Mobiloil for motorcar engine lubrication.

VACUUM OIL CO.

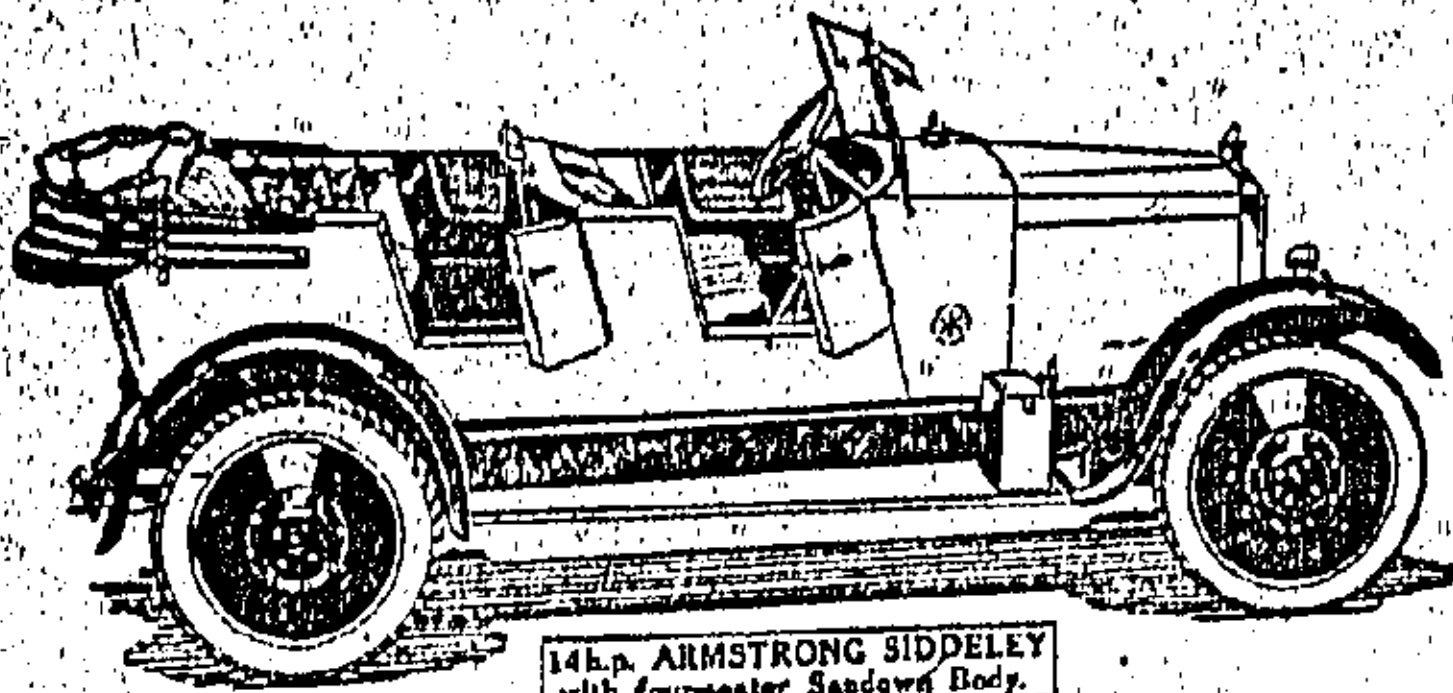
HORSE BARRED.

Washington, D. C., has barred the horse from four of its main boulevards. These boulevards, formerly were scenes of daily parades of fashionable horse carriages.

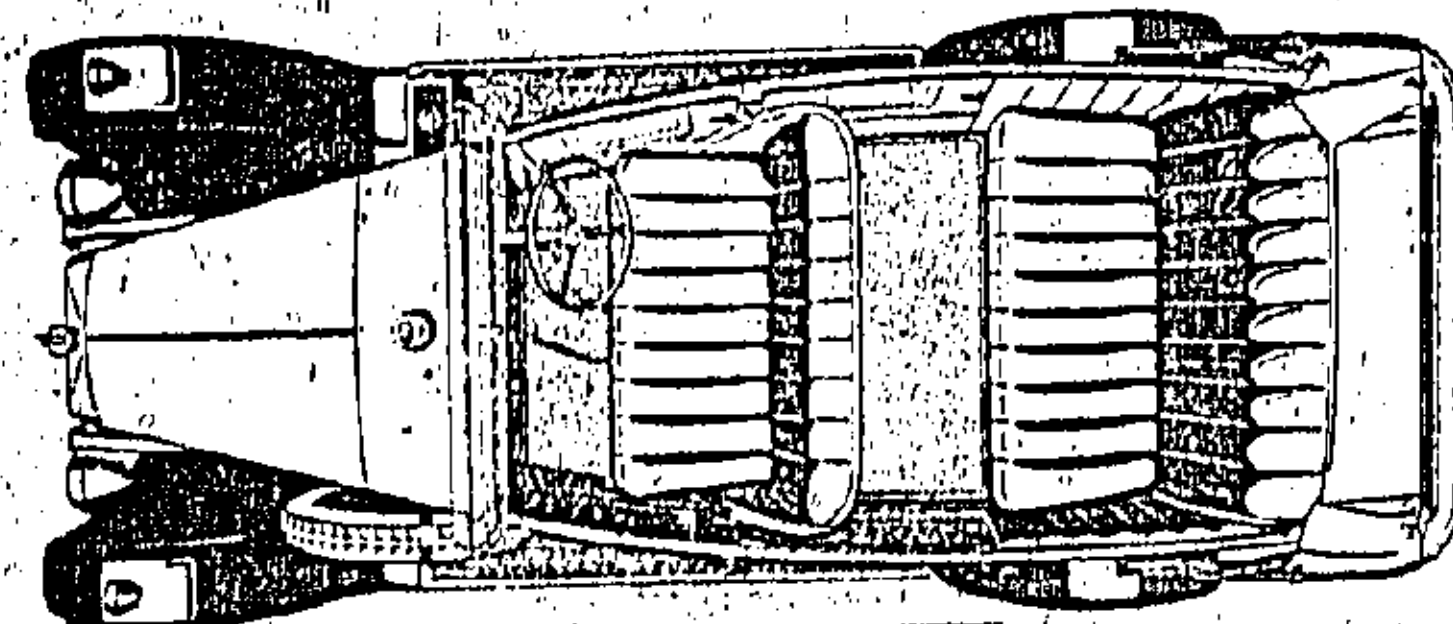
AUTO COST FIXED.

The Treasury Department has fixed 7 cents a mile as compensation for the use of private automobiles for government work. This represents cost of operation plus compensation.

ARMSTRONG SIDDELEY



There is no craning or straining, for the driver has a natural and commanding view of the road. The controls are conveniently set and the seats fit the figure and provide support just where it is needed.



The fourteen has been on the market for several years, and while its character remains unchanged, its details have been improved. Consequently you benefit by our experience and need not experiment.

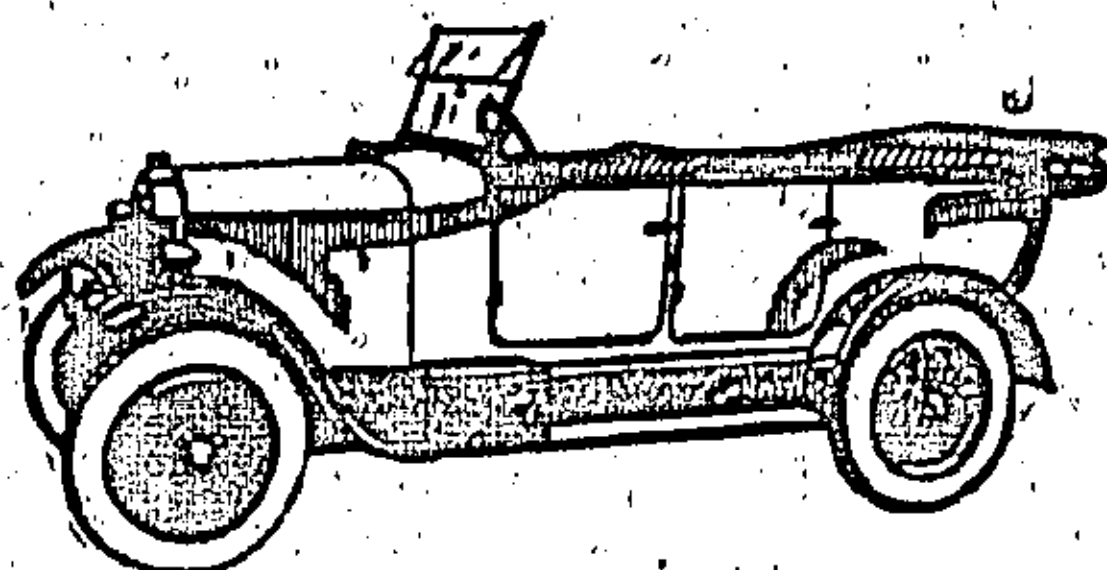
DISTRIBUTORS FOR SOUTH CHINA
THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

Show & Sales Rooms—25, Queen's Road Central
Telephone Central 4759.

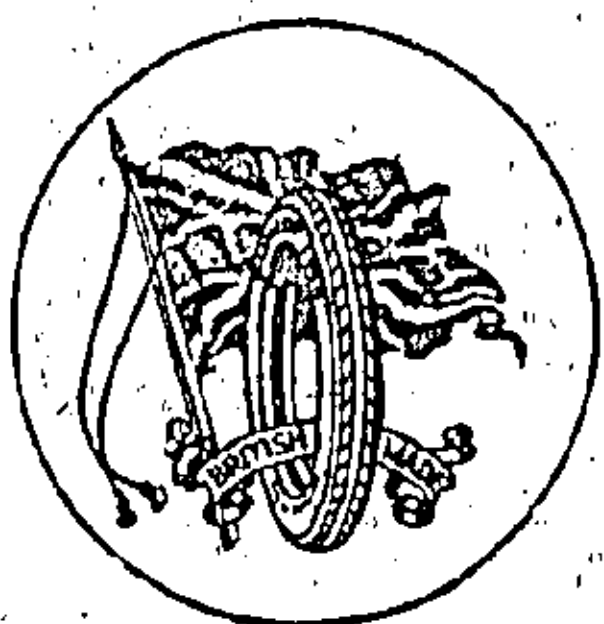


Specially Geared for Hongkong



FOUR SEATER "DE LUXE"
£285.0.0.

For Full Specification and Particulars apply to—
GILMAN & CO., LTD.
HONGKONG BANK BUILDING.



'MADE IN ENGLAND'

We put these words on

**DUNLOP
TYRES**

for your protection.

They are made at Fort Dunlop, Birmingham,
and they are recognised to-day as the
Standard by which all Tyres are judged.

Local Distributors:
Hongkong Hotel Garage.
Tel. C. 4759.

Local Branch Office:
16a, Des Voeux Road Central.
Tel. C. 4554.

WHOSE FAULT REALLY?



SOME SEEMING ANOMALIES OF THE LAW EXPLAINED.

By A Solicitor

(By special arrangement with "The Morris Owner")

Whilst all motorists will readily express their adhesion to, and will try to carry out, those rules known as the "Six Cardinal Rules of Driving," yet few probably realise their full import or the full implications involved in not complying with them as carefully as possible. And so it is considered that a few examples drawn from past law suits, and illustrating the less obvious rules may help to impress them more vividly on the mind and may give to motorists a fuller realisation of their importance.

The first of the rules which it is proposed to illustrate is the following: "Always keep your eyes open and your wits alert." And this is not so easily done as said if it be realised that you have not only to keep your eyes open to preserve yourself from making mistakes, but that you have also to keep them so open that you have to preserve other people from the consequences of their own folly, and have also to remedy, if possible, the dangerous circumstances which have come about as a result of that folly. And here it is important to note that in the eyes of the law it is the last action immediately before an accident which counts, and which makes you either responsible for the accident or not.

The examples adduced in this article will serve to make this more clear; and it is interesting to note that those members of the public who decry the motor car so fiercely need not look upon it as the root of all evil, since the rules of law governing these cases have long been established as a result of large numbers of cases which came before the courts long before the advent of the motor car.

Perhaps the most obvious example is that contained in the old case of *Butterfield versus Forrester*, in which a man who riding his horse home quickly in the dusk was injured by running against a pole which had been improperly placed across the highway. He naturally felt that the person who had wrongfully placed the pole there should pay for the damage he and his horse had sustained. He, therefore, brought this action, but, unfortunately for him, failed to win it. For it was held that he could have avoided the accident had he been more careful; the judge saying: "A party is not to cast himself upon an obstruction which has been made by the fault of another and avail himself of it if he does not himself use common and ordinary caution to be in the right." One person in fault will not dispense with another using ordinary care for himself. So that here we have a warning; all the more to be heeded when it is remembered that horses do not carry lights, that we must always keep our eyes open for the wrongful acts of others.

Another somewhat similar case is that of *Davies versus Mann*. This is not quite so obvious as the first. The facts in it were that the owner of a donkey fettered its forefeet so that it could not run away and turned it into a narrow lane. A horse and trap came along and ran into the donkey, thereby injuring it. The owner of the donkey claimed damages, and won his case, notwithstanding the fact that one would hardly expect to find a donkey in the middle of a road so fettered that it could not move out of the way, and notwithstanding also that it would be very difficult to see its helpless condition. The judgment is on the same lines as that in the case mentioned above, as the following extract will show: "Although the ass may have been wrongfully there, still the defendant was bound to go along the road at such a pace as would be likely to prevent mischief."

LEAVE NOTHING UNDONE. And in all cases of this nature, however foolish the other party may have been, the law always looks at all the facts, and particularly those immediately preceding the accident, so that to be in the right you must have acted all along, but especially up to the very end, in such a way that you have left nothing undone which you could reasonably have done to avoid the accident.

A more recent case illustrating this is that of *Gaffney versus Dublin United Tramways*. The plaintiff, who was a partially deaf man, was knocked down and injured by a tramcar while he was passing through a thoroughfare. Previous to the accident the driver of the tramcar sounded the gong and shouted, but did not slacken speed. The jury found that the plaintiff was negligent in not keeping a proper look-out, but that the driver could have avoided the consequences of the plaintiff's negligence if he had exercised reasonable care. This made the driver guilty of the negligence which was the proximate cause of the accident and so, although it was found that neither the plaintiff nor the driver was exclusively to blame, yet because the driver could in the last minute have saved the situation caused by the plaintiff's negligence and did not do so, judgment and damages were given to the plaintiff.

So that in all these cases the parties originally at fault were able to avoid the consequences of their own foolishness and the blame was placed on the other parties on the ground that, although the former had been guilty of the negligence which was the sole cause of the state of affairs which made an accident possible, yet the latter had the last opportunity of avoiding and could have avoided, the actual happening of the accident by the use of reasonable care.

The second rule with which it is proposed to deal is that which tells us always to keep ourselves and our vehicles in safe driving order.

A good case in point is that of *British Columbia Railway versus Loach*, which may be said to be a case on brakes. It will be noticed that the same principles underlie this case as underlay those mentioned above. The following extracts from the judgment of Lord Sumner tell the story, and state the law, so well, that they cannot be read too carefully.

"One Hall took Sands with him in a cart, and they drove together on to a level-crossing, and neither heard nor saw an approaching car till they were close to the rails and the car was nearly on them. Hall says he could do nothing, and with a loaded wagon and horses going two or three miles an hour he probably could not; the car knocked cart, horses and man over, and incidentally killed Sands, and ran some distance beyond the crossing before it could be stopped."

It approached the crossing at from 35 to 40 miles an hour. The driver saw the horses as they came into view behind a shed at the crossing of the road and the railway, when they would be ten or twelve feet from the nearest rail, and he at once applied the brake. He was then, 400 feet from the crossing. If the brake had been in good order it should have stopped the car in 30 feet. Apart from the fact that the car did not stop in time, but overran the crossing, there was evidence for the jury that the brake was defective and inefficient, and that the car had come out in the morning with the brake in that condition. Clearly if the deceased (Sands) had not got on to the line he would have suffered no harm, in

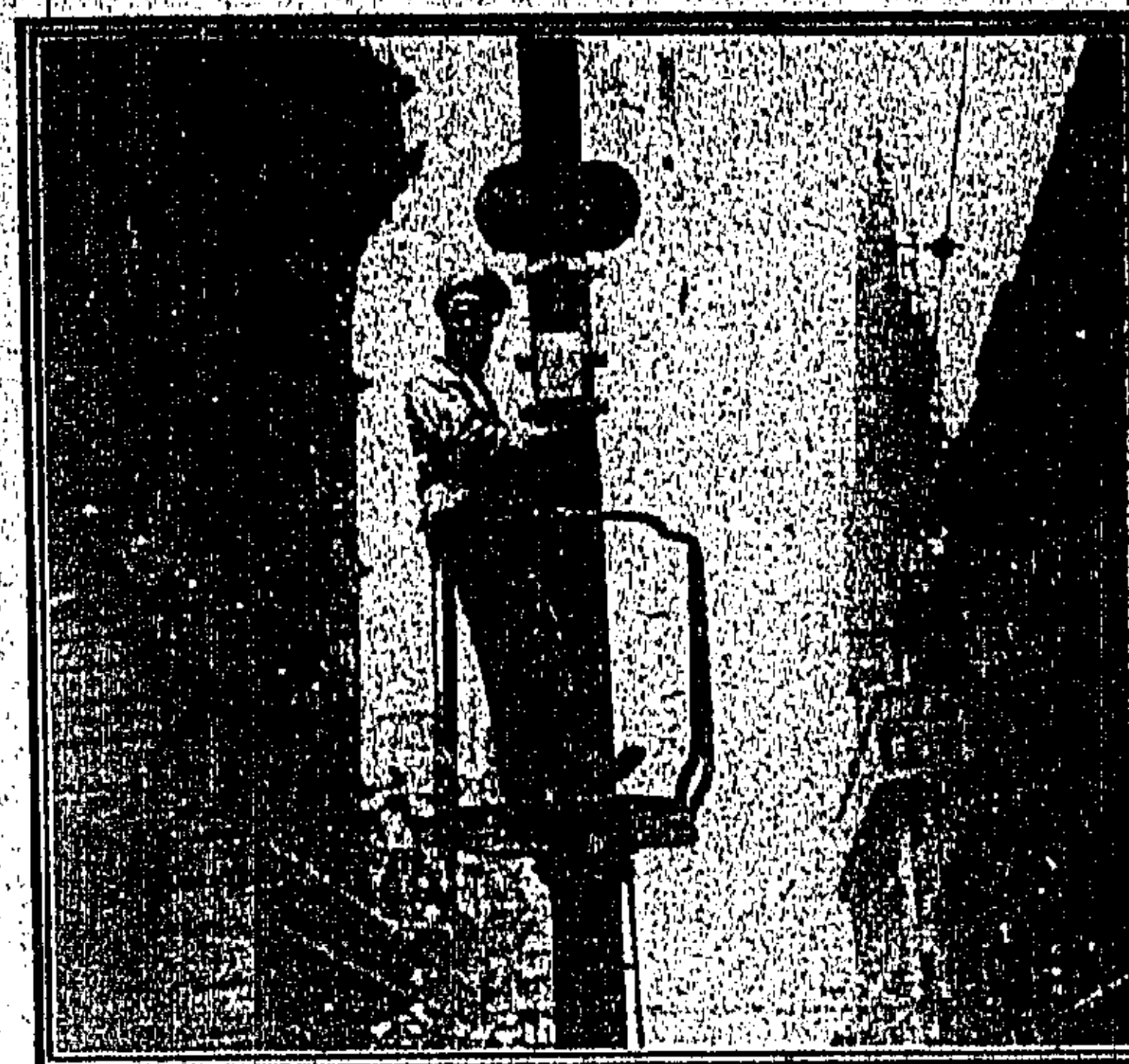
spite of the excessive speed and the defective brake, and if he had kept his eyes about him he would have perceived the approach of the car and would have kept out of mischief. If the matter had stopped there the action must have failed, for he would certainly have been guilty of negligence. The driver of the car, however, had seen the horses some perceptible time earlier, had duly applied his brakes, and if they had been effective he could, as the jury found, have pulled up in time. Indeed, he would have had 100 feet to spare. It was the motorman's duty, on seeing the peril of Sands, to make a reasonable use of his brakes in order to avoid injuring him, although it was by his own negligence that Sands was in danger. Apparently he did his best as things then were, but partly the bad brake and partly the excessive speed for both of which the Railway Company were responsible, prevented him from stopping, as he could otherwise have done. On these facts, only one conclusion is possible. What actually killed Sands was the negligence of the Railway Company, and not his own though it was a close thing.

The following portions of the judgment should be especially noted. "Many persons are apt to think that, in a case of contributory negligence like the present, the injured man deserved to be hurt, but the question is not one of desert or the lack of it, but of the cause legally responsible for the injury."

THE LAW

"The inquiry is a judicial inquiry. It does not always follow the historical method and begin at the beginning. Very often it is more convenient to begin at the end, that is, at the accident, and work back along the line of events which led up to it. The object of the inquiry is to fix upon some wrong-doer the responsibility for the wrongful act which has caused the damage. It is in search not merely of the causal agency, but of the responsible agent."

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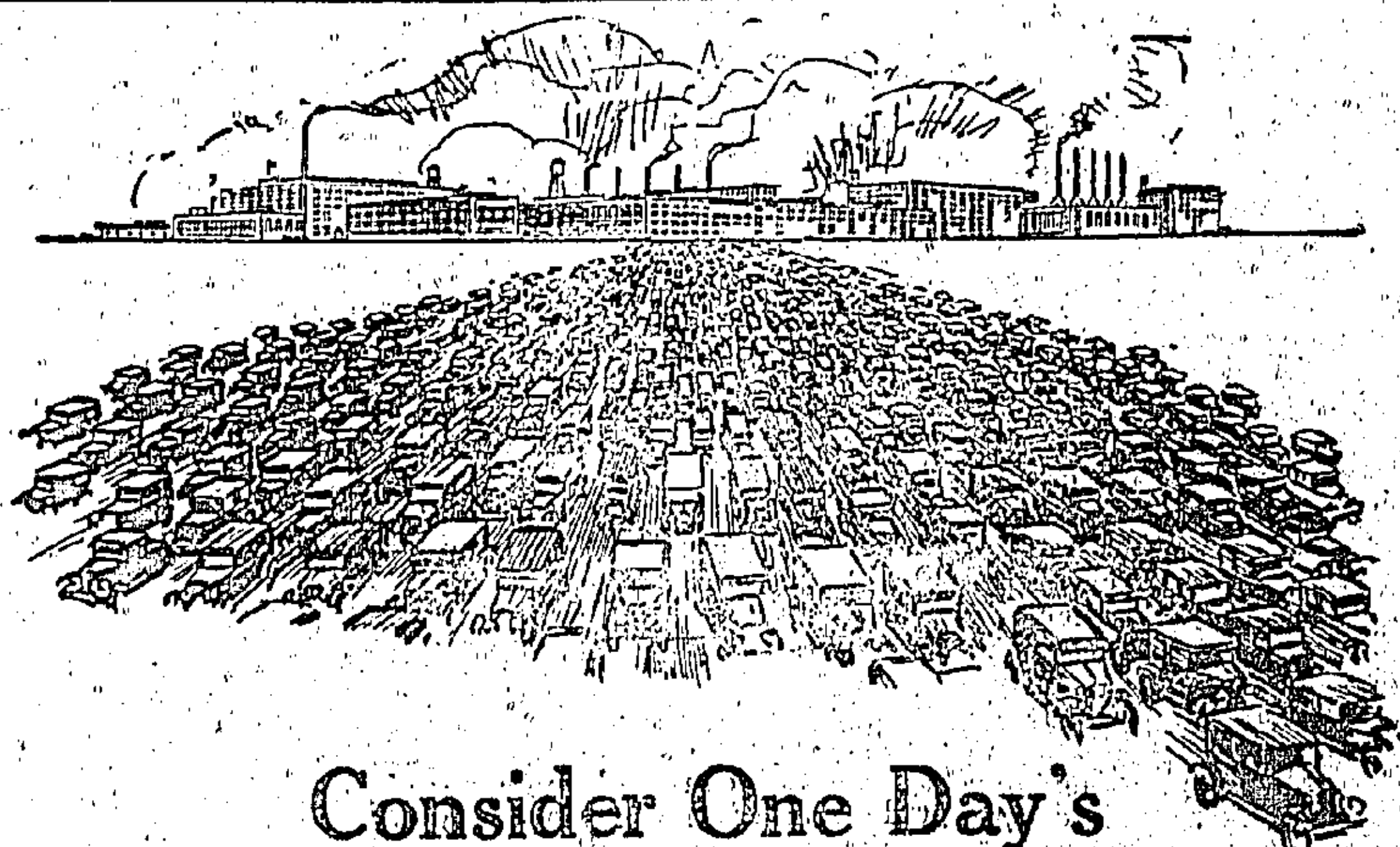


The "nest" in Nanking Road, at the junction of Chekiang Road, with a Sikh policeman directing traffic from a height of about ten feet from the ground. This is the first signal box of the kind to be installed in Shanghai.

When that has been done, it is necessary to pursue the matter into its origins; for judicial purposes they are remote. . . . In the present case their Lordships are clearly of opinion that the responsibility for the accident was upon the Railway Company solely, because, whether Sands got in the way of the car with or without negligence on his part the Railway Company could and ought to have avoided the consequences of that negligence, and failed to do so, not by any combination of negligence on the part of Sands with their own, but solely by the negligence of their servants in sending the car out with a brake whose inefficiency operated to cause the collision at the last minute, and in running the car at an excessive speed, which required a perfectly efficient brake to arrest it."



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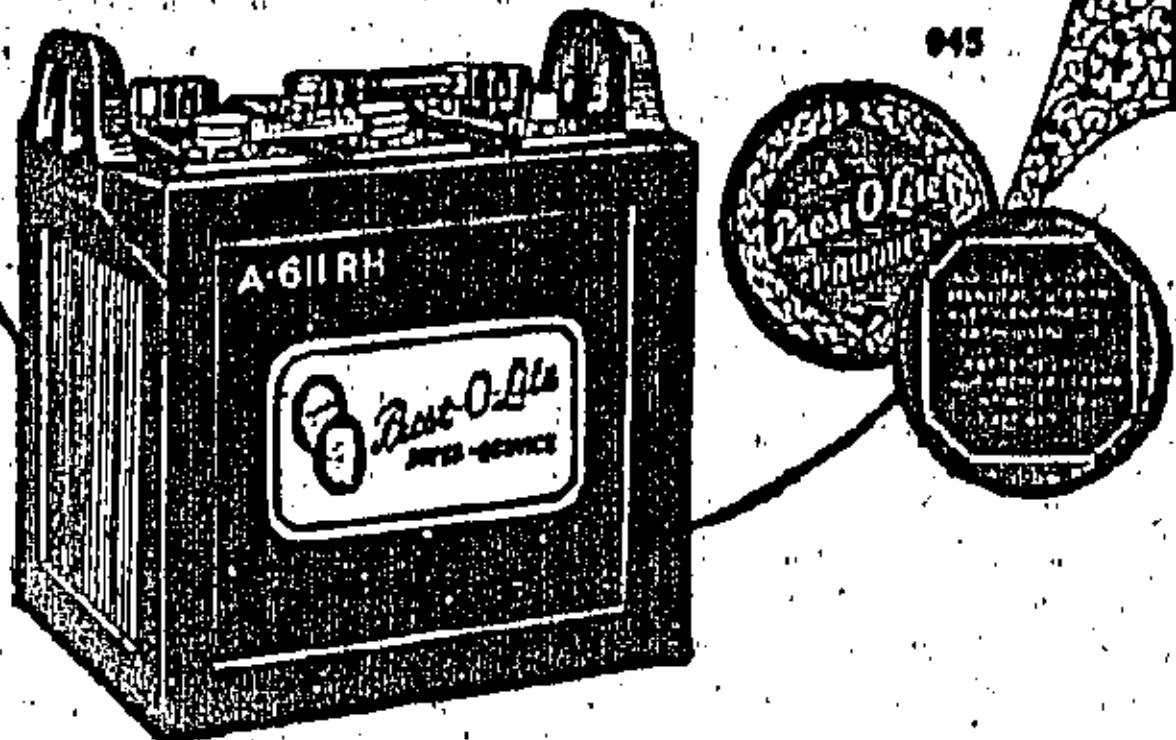
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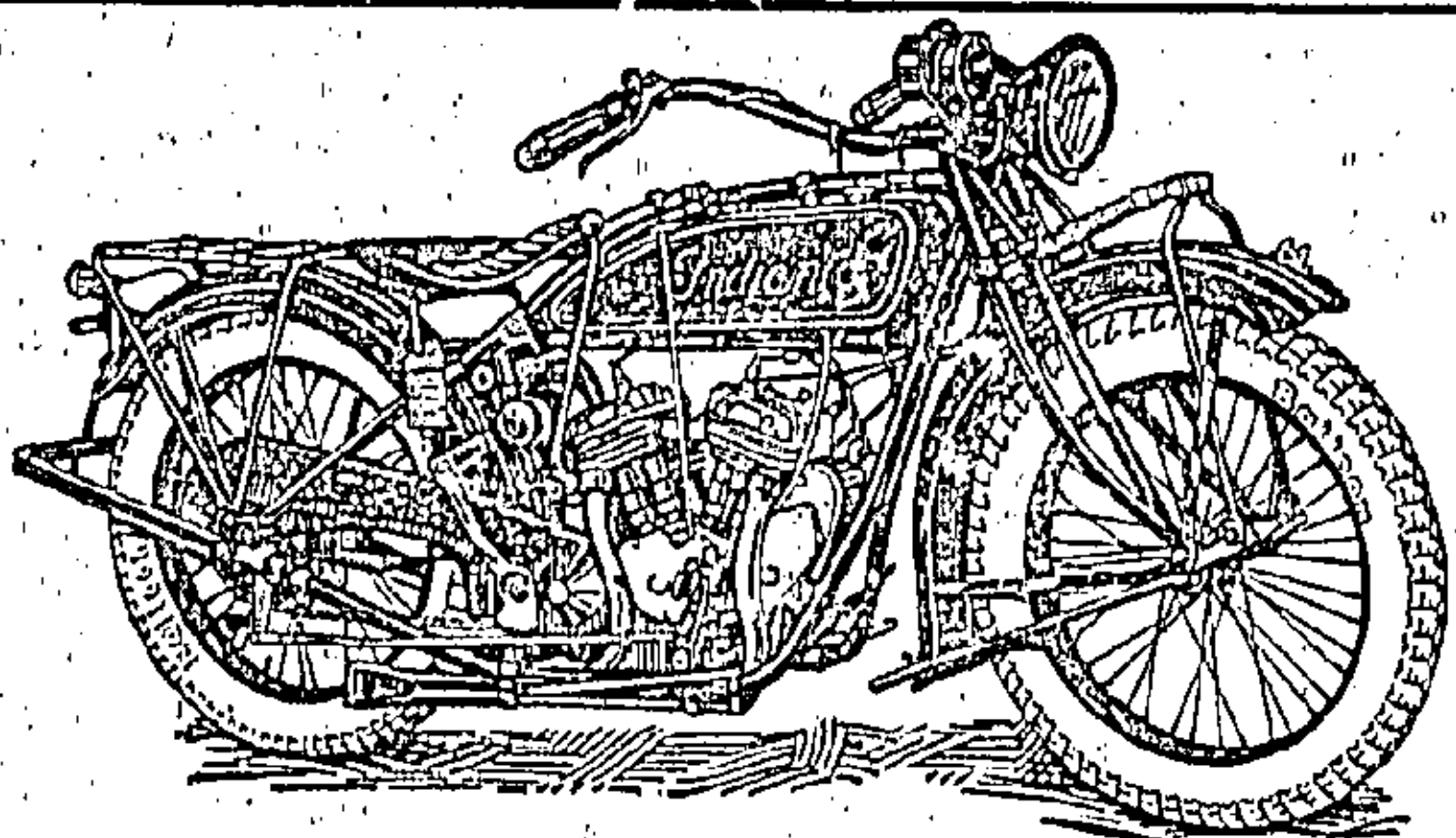
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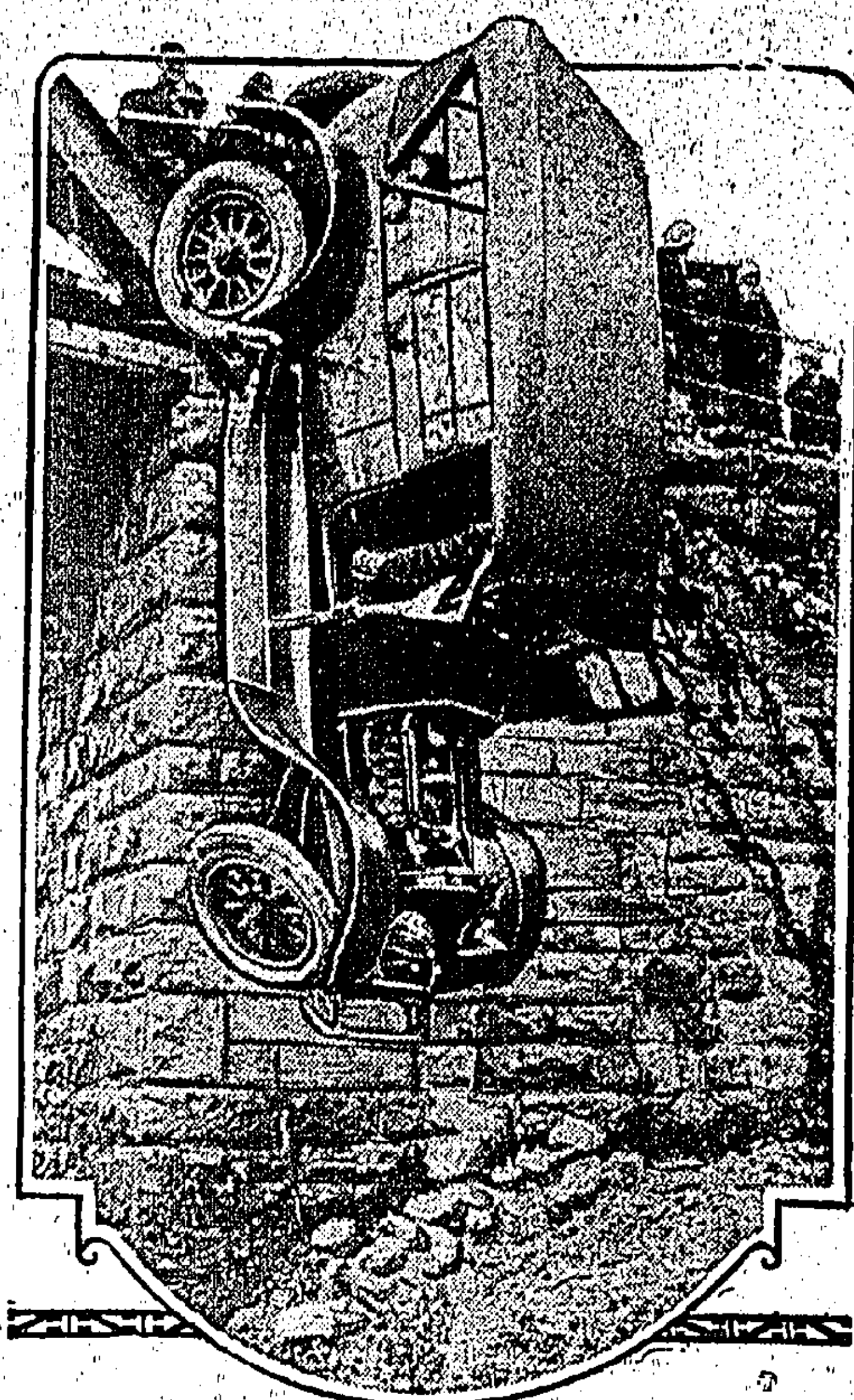
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A REMARKABLE ESCAPE



The two men who were riding in this auto at Strinestown, Pa., U. S. A. had just about the narrowest escape on record. Their car failed to make a turn and crashed through the side of the bridge. But one rear wheel caught in the wreckage and car hung suspended over the side. The men stayed in the car and were rescued by firemen with ladders.

STEEL CAR BODIES.

SAFE AND LASTING.

"The all steel automobile body is the most important consideration in making motor cars safe."

This statement was made by Fred W. Johnson, Director of Safety Educational Work in the Philadelphia Chamber of Commerce; father of the "Safety First" movement and associate of Herbert C. Hoover, secretary of the Department of Commerce of the United States in the present National Safety Campaign.

"Steel will not splinter or burn, and requires a great force to crush it," Mr. Johnson continues.

"Everything about the operation of an automobile should be as simple as possible. One of the principal requirements is that the driver be given a maximum view of the road. This is particularly true of closed cars where often the posts on either side of the windshield are bulky and cause 'blind spots' that will completely hide another car coming at a high rate of speed only a few seconds away, or a pedestrian crossing the street.

"We must take a lead from the experience of the railroads and adopt entirely steel construction of automobiles just as this type of construction has been adopted for railway coaches. The steel construction permits smaller windshield posts and at the same time provides protection when accidents are unavoidable, for they sometimes are unavoidable.

"Considering the huge aggregate cost to motor car owners of casualty and liability insurance each year, together with the cost of excessive verdicts, accidents, repairs and loss of such equipment and loss of personal time in business, it is apparent that there still remains a fruitful field for exploitation to the mutual advantage of both seller and buyer."

The suggestions pointed out by Mr. Johnson have been anticipated by Dodge Brothers, Inc., who have for years produced bodies for their various types of motor cars. It was nearly twelve years ago that Dodge Brothers adopted the all steel idea for touring car bodies. The profound impression made on the motor driving public was at once apparent. Dodge Brothers continued their experiments with the result that the all steel body later was adopted for closed cars. To-day the body of every Dodge Brothers Motor Car is all steel throughout and affords an exceptional degree of safety to occupants.

A NOVEL MOTOR CRAFT.

WHEN EAST MEETS WEST.

The Far East—what visions of ancient races are conjured up by these magic words, races whose customs and methods have their origin clouded in the mists of the hoary past. To-day, out East, old and new ideas are often ingeniously intermingled, but seldom in a more interesting manner than that displayed in a motor outrigger canoe which has recently been built by an Englishman, resident in Dutch East Indies. In this primitive dug-out canoe he has fitted a marine motor engine of the latest type, an Ailsa Craig Kid 10-14 h.p. 4-cylinder overhead valve unit made by the Ailsa Craig Motor Co., Ltd., of Chiswick, London.

The canoe is of a type which has been used by the inhabitants of the East Indian Islands from time immemorial. The construction is typical of the perseverance and skill of the Eastern artisan, who, with very primitive tools, shapes a boat from the trunk of a tree. The dimensions are 23 ft. long, the beam not more than 3 ft., and the depth 3 ft. The amount of labour involved may be imagined from the fact that the solid tree trunk from which it has been carved was at least 12 ft. in girth.

Owing to the very narrow beam, outriggers are fixed across the gunwales extending on both sides. To the ends of these are lashed bamboo floats in order to prevent capsizing.

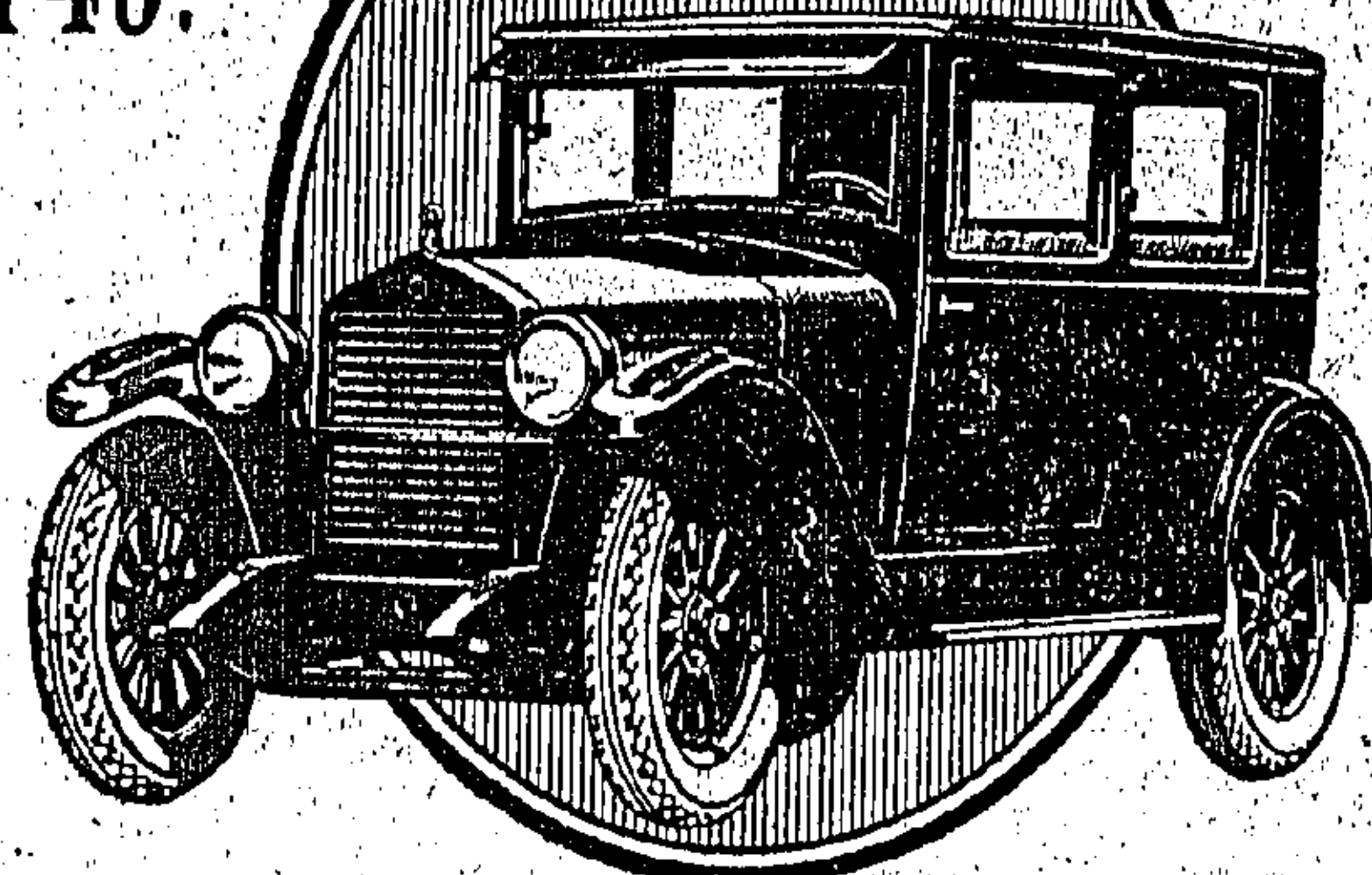
The width inside the hull is not more than 2 ft. 9 in. This gives some idea of the problem, with which the craftsmen were faced, of fitting into so confined a space an engine which would give them the required power. How well the Ailsa Craig engine fulfils the requirements is shown by the fact that, in spite of the limited space, there is nearly 1 ft. to spare on each side of the engine, thus affording ample room to get without difficulty at the carburettor, sparking plugs, magneto, and, in fact, any part requiring attention. When it is realised that the owner and his men had none of the workshop facilities available in more civilised countries, one can only marvel at this remarkable achievement, only made possible by the ingenuity of the craftsmen and the wonderful adaptability of the Ailsa Craig Marine Motor.

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Wood automobile wheels are able to maintain their popularity. Although the wood wheel holds its popularity, the demand for the steel type continues.

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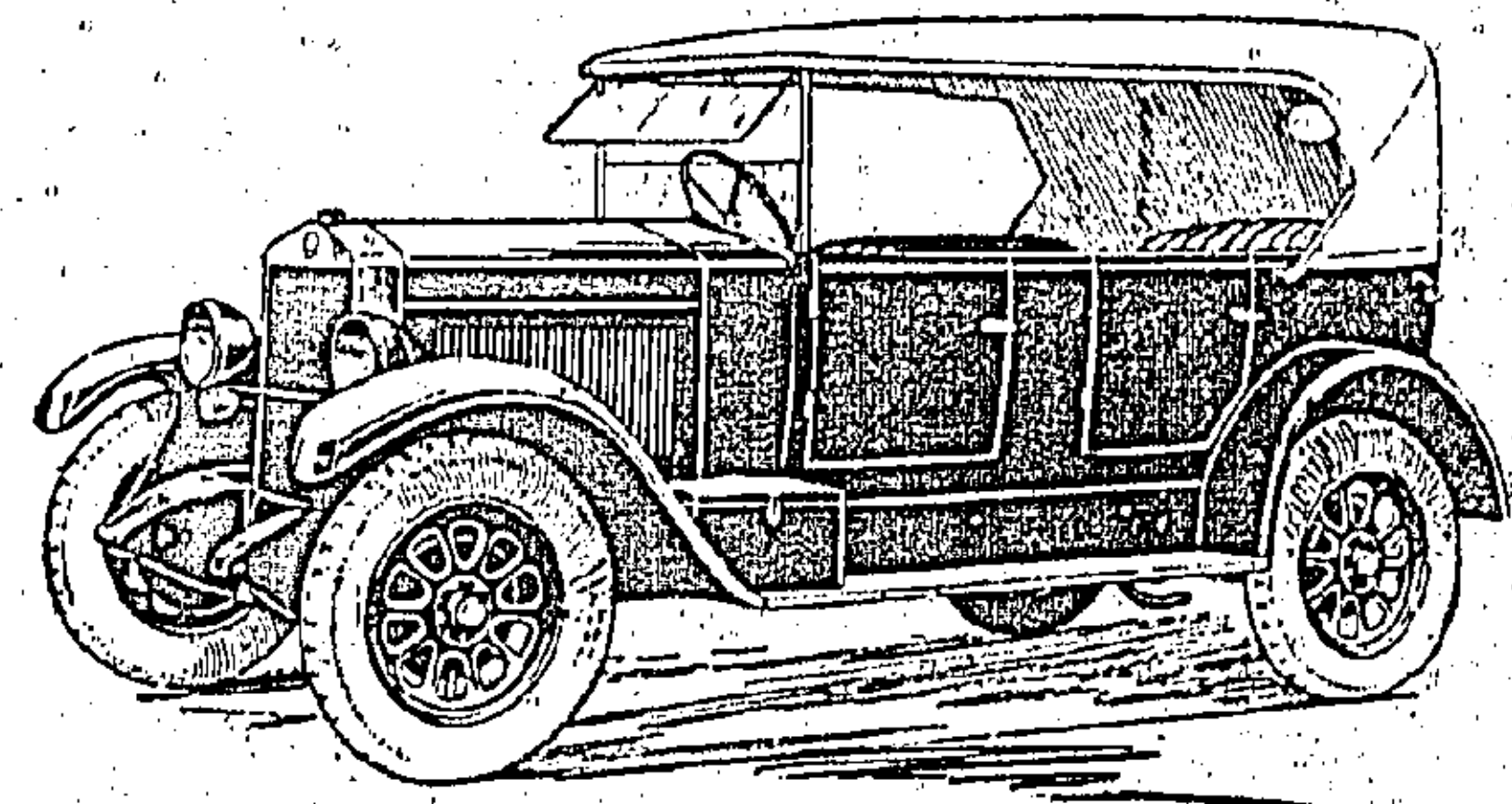
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WEEKLY MOTOR WANTS



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BUICK.—6-cylinder 7-passenger Buick Touring No. 165 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

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HUDSON.—6-cylinder 7-passenger Touring equipped with five Brand new Balloon Tyres on New wire wheels. New top, upholstery, carpets, Bosch Horn. Also new Carburettor and Radiator, new paint and all bright parts nickel plated. In perfect running condition. A real bargain for only \$2,200. Apply Box No. 1492, care of "Hongkong Telegraph."

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
ILL ADAPTED SPARK-PLUGS.

An occasional cause of knocking is use of spark-plugs unsuited to the engine in which they are used. Some plugs are unusually long, in order to extend through the water-jacket space of certain engines and bring the spark points properly into the combustion space. When such plugs are used in other engines, in which the distance from outside the cylinder into the compression space is considerably shorter, the spark points and the end of the shell may extend so far into the burning gas, that they become and remain so hot as to prematurely ignite the charges and cause knocking and backfiring. On the other hand, a plug of the short type, such as would be adapted for use in such an engine would not prove successful in one requiring a long plug, because spark-points would hardly extend into the gas, but would be pocketed in the spark-plug recess and would be surrounded by stagnant, foul gas, which might not ignite reliably, especially with the engine throttled down. It is important that the length and general type of spark-plug recommended for use with any particular engine be adhered to, for great care is taken by every manufacturer to adapt plugs properly adapted to the requirements of his product and any radical departure there-

from is almost certain to give trouble.

Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.

REMOVING FLYWHEEL.

Question:—The teeth on the flywheel of my engine have become so worn that the starter will not turn the engine over. Can the flywheel be removed from the shaft, with ordinary tools, or must it be pressed off?

Answer:—In all probability you will need a puller of the screw type, such as is used in removing road wheels from their axle-shafts but you can readily borrow one of these if you have none. After the bolts, which hold the flywheel web to the crankshaft-flange, are removed, the employment of a stout screw-puller, in combination with the judicious use of a hammer ought to start the wheel, off its taper, but occasionally a flywheel is met with which requires a regular press to free it.

AIR-BOUND OIL PUMP.

Question:—Since removing the oil-pump of my engine and giving it a thorough cleaning the oil-pump refuses to work, as indicated by the oil-charge not showing pressure. What is wrong and what should be done?

Answer:—The most likely cause of this trouble is that during the cleaning operation, the oil escaped from the oil pump housing and the oil intake-pipe, leaving them filled with air. This pump is well above the oil-level in the crankcase and the tendency would be for it to empty itself of oil. An oil-pump of this kind cannot pump air and the pump housing probably failed to fill with oil, causing an entire failure of oil circulation. You will have to prime the pump, that is, fill it with oil, by hand. You can probably detach the oil-gauge tube, where it enters the delivery pipe and supply oil through this opening, with a squirt can, until the pump-housing is full. Oil pressure should then start, when the engine begins to run.

UNSATISFACTORY GASOLINE ECONOMY.

Question:—I am getting but 12 miles per gallon of gasoline, with my 1923 car, although I am told that I should be getting 18. Carbon has been removed, the valves ground and the carburetor adjusted, without improvement. Where can I get carburetor correctly adjusted? What other suggestions can you make?

Answers:—You better drive your car to the local service station of this make of carburetor and have them check it up carefully, but it is by no means certain, as you seem to assume, that your low fuel economy, is really the fault of the carburetor. While you ought to be securing 18 m. p. g. on trips of considerable length, in warm weather, if you are using your car for short trips only, with long waits, it is not surprising that you are getting only 12 m. p. g. The carburetor is often blamed for faults which are located elsewhere. Unless the circulating water runs warm all time, with plenty of heat applied to the intake system, unless the piston fits are good and the ignition timing right and everything about the car well lubricated and free from drag, poor fuel economy will result, even though the carburetor is functioning perfectly.

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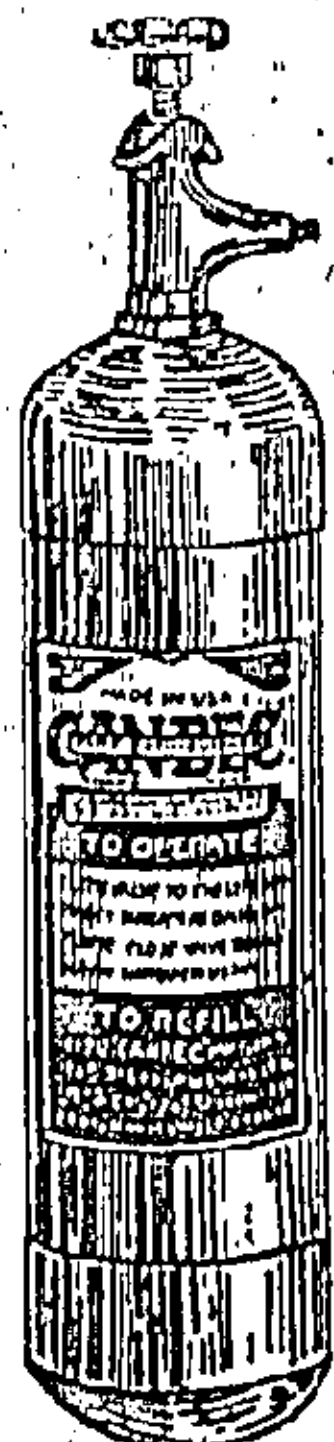
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Cycle!

TO ARRIVE SHORTLY

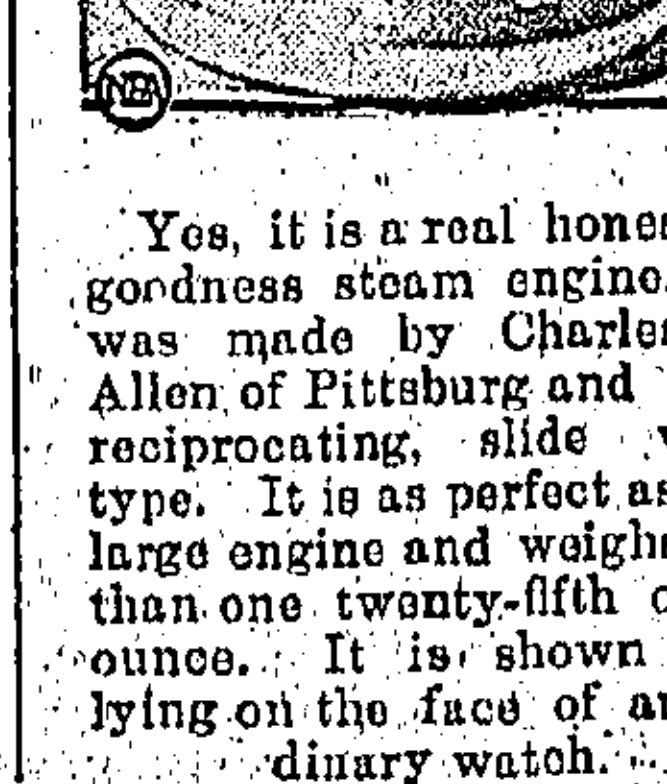
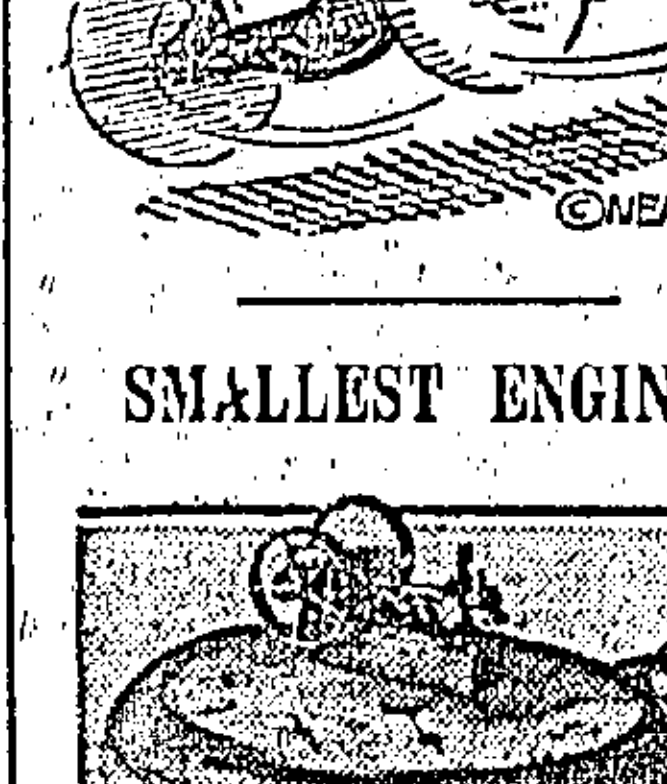
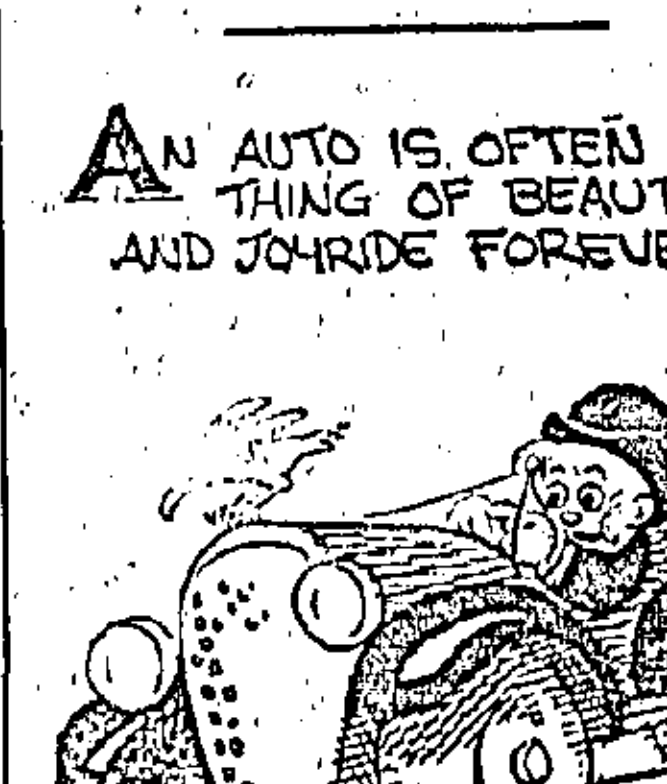
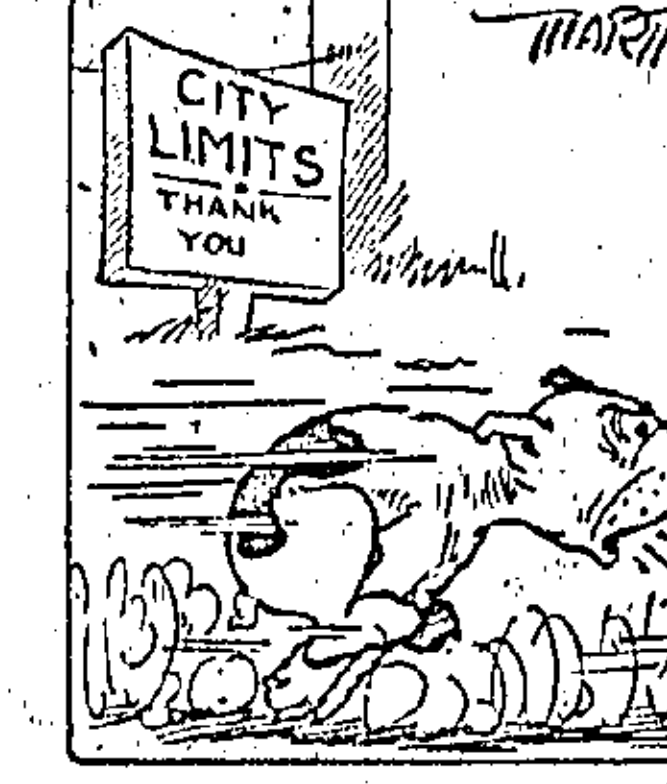
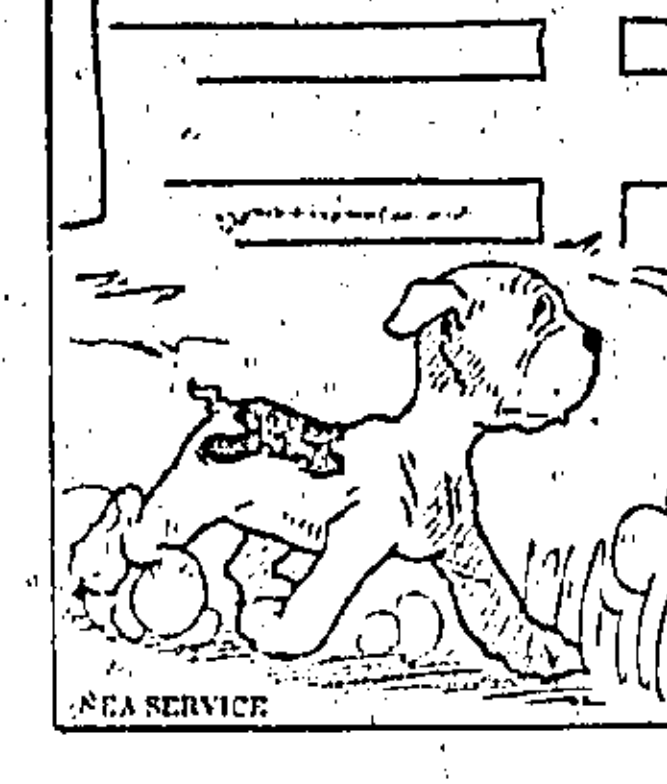
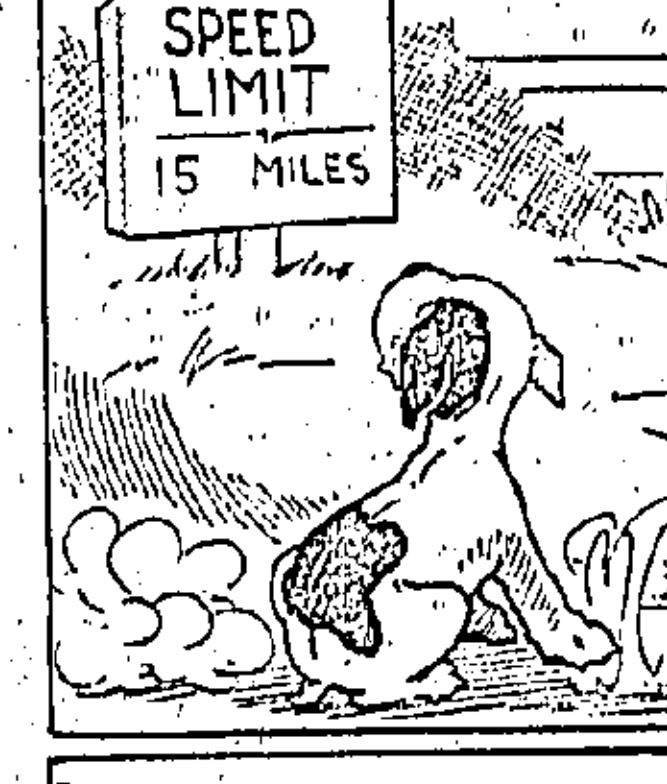
Alex. Ross & Co. (China),
Limited.

Bank of China Building.

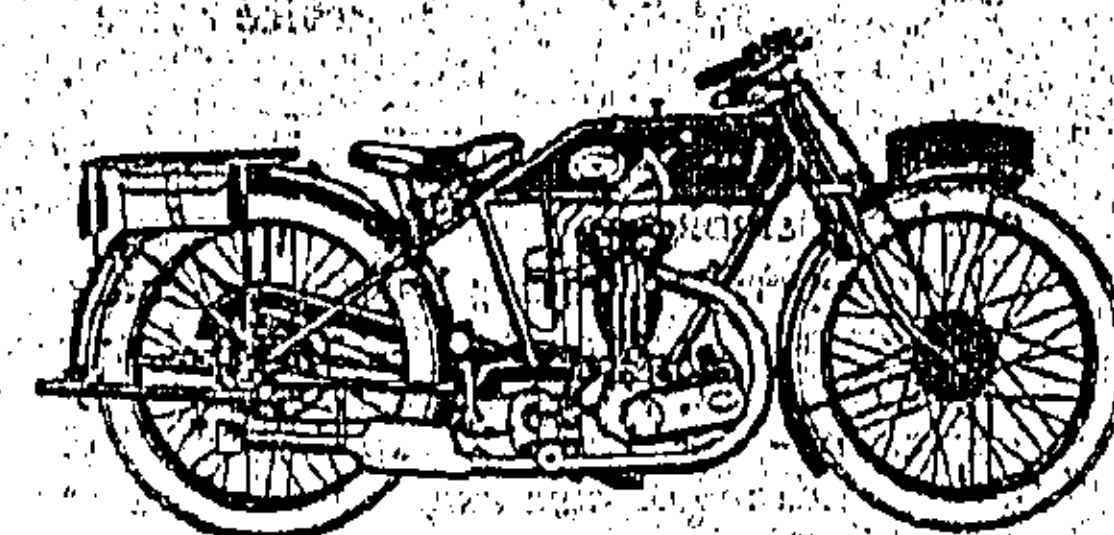
TAKEN FROM LIFE.

FULL SPEED AHEAD.

BY MARTIN.



A. J. S. Motor Cycles



Stock Carried.

ALEX. ROSS CO. (CHINA), LTD.

Bank of China Building and 1A, Chater Road.



CHINA UNDERWRITERS, LIMITED.

FOR
ALL CLASSES
OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

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ST. GEORGE'S BUILDING, HONGKONG.

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The new
MICHELIN "COMFORT"
low-pressure or balloon tyre.
The most important of recent
improvements in motoring.
In the past year 500,000 motorists discarded high pressure
tyres for
MICHELIN "COMFORTS."
Authorized Michelin Agents,
J. GIBBS & CO.
BANK OF CANTON BUILDING
FIRST FLOOR.
Phone C. 704 and C. 4532.

AN AUTO IS OFTEN A
THING OF BEAUTY
AND JOY-RIDE FOREVER!

POWERS
OF NATURE

Main has never produced
a power equal to the pent-up
forces of Nature. Shell Motor
Spirit distills direct from Nature's
hands free from all impurities,
and as it needs no artificial
aids it retains all its
natural power.

The Spirit
the Age

A Product
of Nature

SHELL

MOTOR SPIRIT

The Asiatic Petroleum Co. (S.G.) Ltd. (Incorporated in England)



MOTORISTS AND THE STRIKE.

Great Britain has, for its area, the greatest motor fleet in the world.

At the commencement of the strike, it is estimated that the motor strength of the country was—

640,000 Cars with 2,500,000 passenger capacity.
600,000 Motor Cycles with 700,000 passenger capacity.
230,000 (Motor Vans, Lorries) with load capacity of 460,000 tons.

Above figures are exclusive of public service vehicles.

Therefore one and a half million motor vehicles were available for transport of passengers and goods, while ordinary railway and other transport was suspended.

The Automobile Association estimates that the private vehicles were capable of carrying within four hours nearly 12 million passengers over a distance of ten miles at a speed of ten miles per hour. In four hours the goods vehicles could transport one million tons over the same distance.

Skilful organisation was necessary to utilise this mobile force to the best advantage. The Government organised a comprehensive system of emergency transport—but its efficiency depended entirely upon the co-operation of "organised motoring."

The A. A. with its membership of over 275,000, is the largest motor organisation in the world, the vehicles owned by its members include covered cars, motor cycles and commercial motor vehicles. Within a very short period, this grand unit was, by the whole-hearted co-operation of the members, ready and prepared for more work than was demanded by the situation.

No appeal for volunteers was issued by the A. A., in any shape

or form. Members and others freely offered their services in all parts of the country. A. A. offices were kept open day and night; enrolling volunteers, and providing cars and assistance as and when required.

Every request and demand from the authorities, without exception, was met, thanks to the readiness of A. A. members to serve, if need be, throughout the day, or at any time during the night.

The unique A. A. Road Patrol System, was fully maintained along all the main routes included in the Government transport arrangements. They were mounted on fast machines and cars, and besides keeping the roads clear, rendered mechanical assistance. The A. A. Roadside Telephones were freely and continuously used in maintaining communications and controlling transport movements, etc.

A. A. duties, as carried out by A. A. members and staff included—

Keeping main lines of communication open with special fleet of vehicles.
Providing dispatch riders.
Enrolment of volunteers.
Night and day service at A. A. Headquarters.

Cars and drivers supplied to authorities at short notice from each A. A. office.

Special A. A. vehicles carried official dispatches and communications. Most of this important work was done after midnight.

Daily "Road Posts" were run to all parts of the country.

The net result of the A. A. strike services was that the Government Road Commissioners and Food Officers had at their disposal a fully equipped and efficient system of road post and rapid

SIGN OF CAREFUL MOTORIST



Keep license plates clean and easily visible.

transport, fully adequate for requirements.

In addition, A. A. members not enrolled for special service, owing to personal or business reasons, played their part everywhere in assisting the workers to reach their offices, shops and factories, while the Secretary, Mr. Stenson Cooke, by the medium of two broadcasts, was able to suggest practical methods of connecting up empty seats and passengers, and to give helpful advice to motorists to whom the daily task of motoring in congested traffic was not a happy experience.

A. A. services were organised and rendered in the interests of the community. "Strike Breaking" was no part of its programme. Members of Parliament were provided with transport to their homes when the House rose—Members of all Parties were assisted—Conservative, Liberal, and Labour.



Buick is the only car with the sealed chassis and the triple-sealed engine

No other car, regardless of price, accomplishes the completeness of protection for operating parts now found in the Better Buick.

Dirt causes wear! So Buick has sealed all its operating units behind iron or steel housings. This is the famous "Sealed Chassis." It keeps dirt and wear out, lubrication in!

And in addition, every bit of air, oil and gasoline used by the engine now is cleaned! Air cleaner, gasoline filter and oil filter are now added to Buick's famous protection against wear. This is the "Triple-Sealed Engine!"

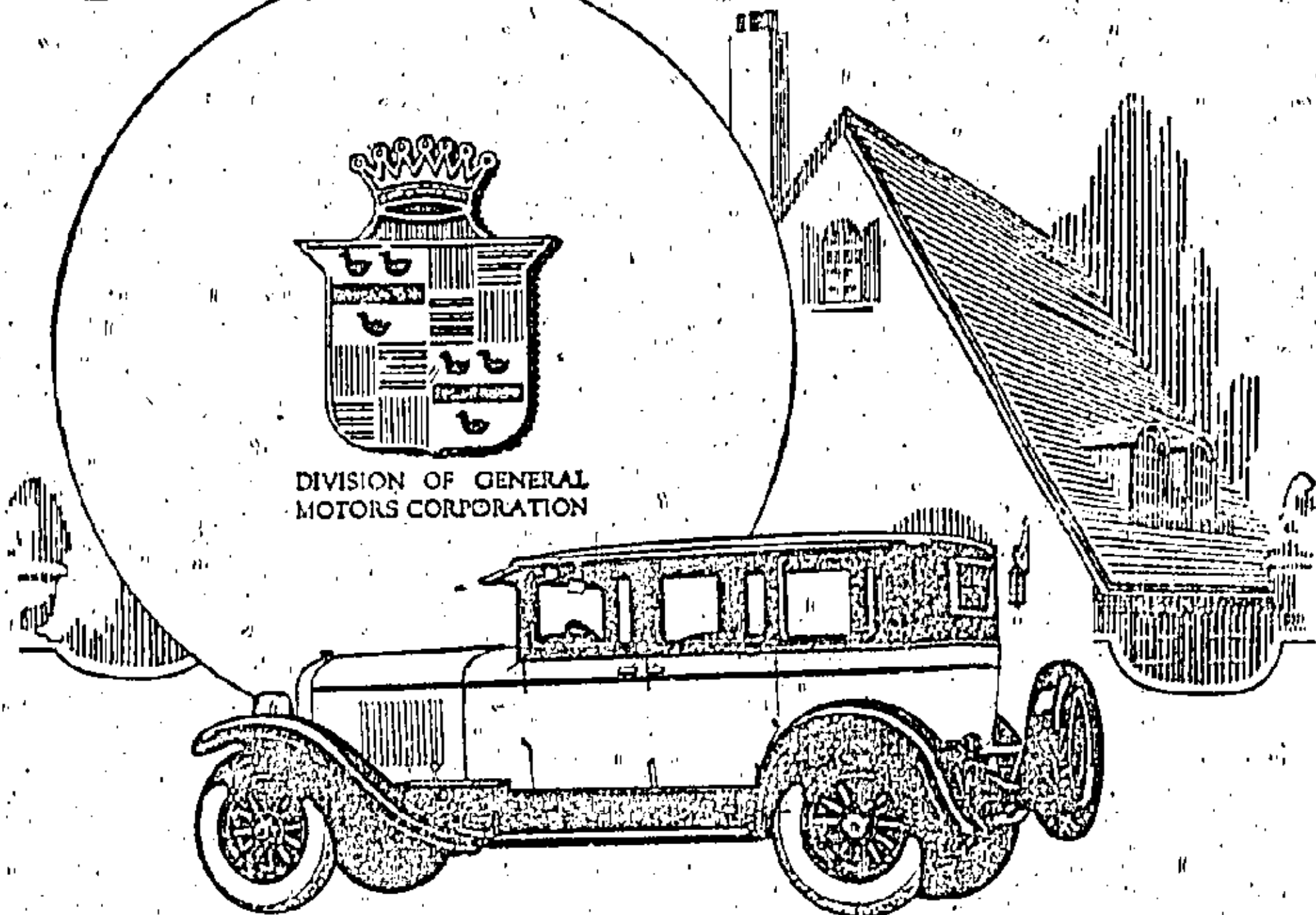
You cannot find the same completeness of protection on other motor cars. Look for it before you buy. It means long life and reduced upkeep.

The Hongkong and Kowloon
Taxicab Company, Limited.

33-35, Des Voeux Road ... Tel. C. 1030.

the Better Buick

NEW NINETY DEGREE CADILLAC



The clear-cut superiority of the new 90-degree eight-cylinder Cadillac over anything in the fine car field is responsible for its extraordinary sales success.

Ever since the day the first new 90-degree Cadillac was shown, the demand for it has been growing greater. Not in a few sections, or in a few cities, but all over America.

There is every reason why this

should be so. Here you find luxury and elegance carried to the utmost point. Here you find power so smooth that riding is almost like a flight in the air. Here is ease of handling perfected.

Truly this new 90-degree Cadillac is without a peer—quite the finest thing Cadillac has ever done, and as such it stands head and shoulders above comparison.

Prices range from \$2995 for the Brougham to \$4485 for the Custom Imperial. F.O.B. Detroit. Tax to be added.

THE HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)
Car Sales & Accessories Service & Replacement Parts
Phone Central 4759. Phone Central 4602.

Announcing the new "70" WILLYS-KNIGHT

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 15-16 inch bore and a 4 3/4 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Other Distinctive Features

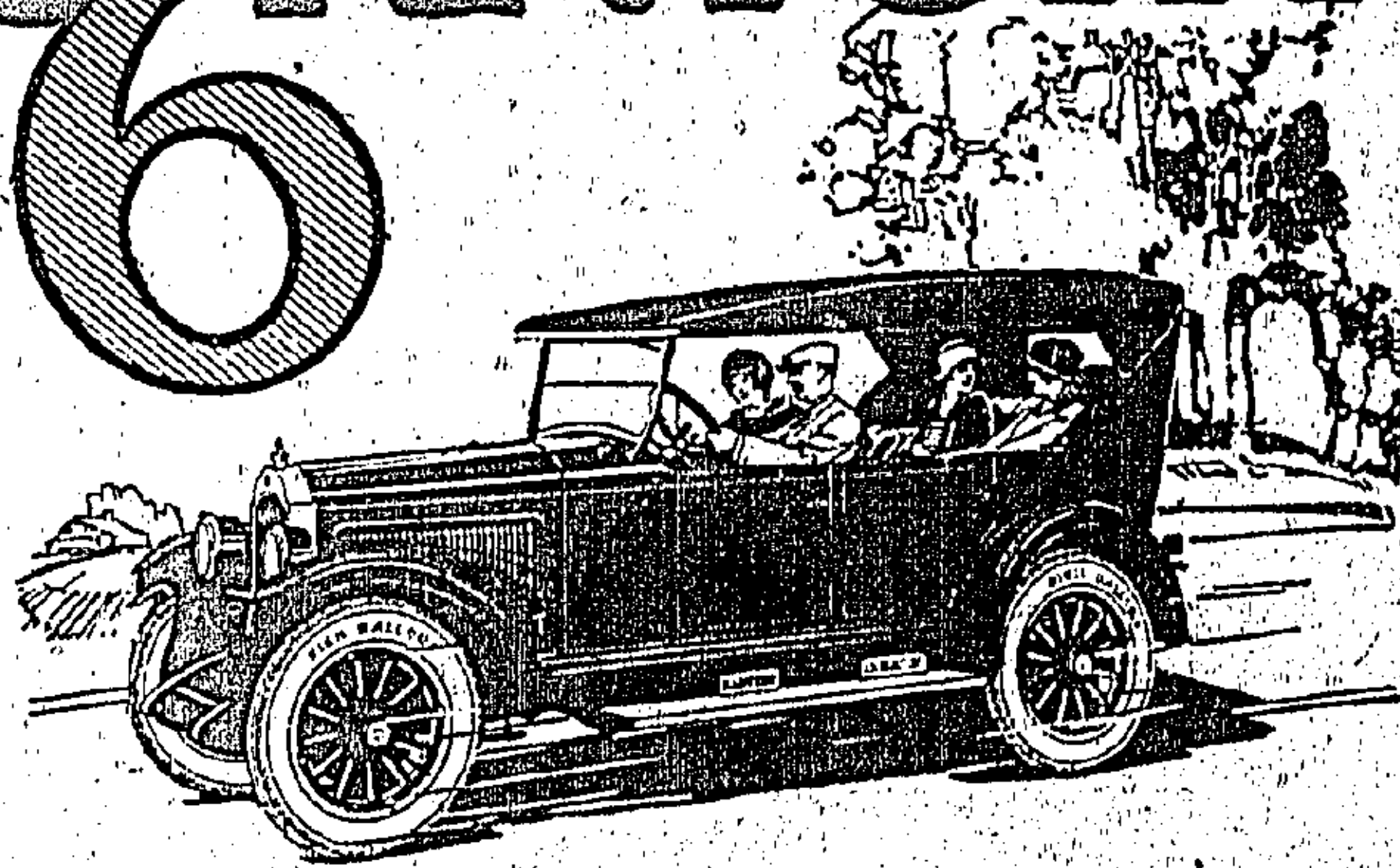
Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

yours is a comforting sense of security such as you have rarely experienced in any car.

The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

A remarkably beautiful body—For style and substance, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.



Full Particulars from:

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road, Central.

REPULSE BAY COACH SERVICE

The following schedule is effective until further notice.

Leave Hongkong Hotel	Leave Repulse Bay Hotel
7.45 a.m.	8.15 a.m.
9.45 a.m.	8.30 a.m.
11.15 a.m.	8.45 a.m.
12.45 p.m.	9.00 a.m.
3.00 p.m.	10.15 a.m.
4.15 p.m.	11.45 a.m.
5.00 p.m.	2.00 p.m.
5.30 p.m.	3.30 p.m.
6.00 p.m.	5.30 p.m.
6.30 p.m.	6.00 p.m.
7.30 p.m.	7.00 p.m.
11.30 p.m.	8.30 p.m.

SATURDAYS.

7.45 a.m.	8.45 a.m.
9.45 a.m.	8.30 a.m.
11.15 a.m.	8.45 a.m.
12.30 p.m.	9.00 a.m.
1.30 p.m.	10.15 a.m.
to Half Hourly	11.45 a.m.
6.30 p.m.	1.00 p.m.
7.30 p.m.	2.00 p.m.
11.30 p.m.	to

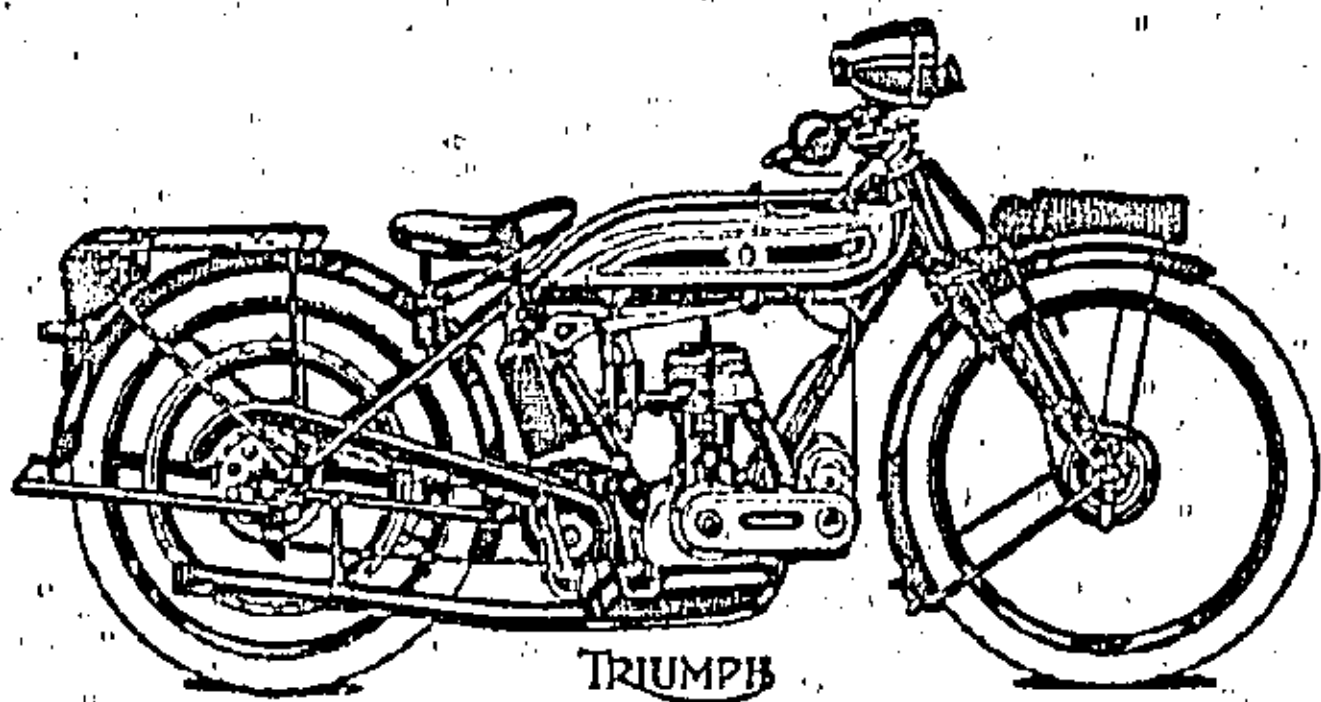
SUNDAYS & HOLIDAYS.

7.45 a.m.	8.45 a.m.
9.00 a.m.	10.30 a.m.
10.30 a.m.	11.00 a.m.
11.30 a.m.	12.00 noon
12.30 p.m.	2.00 p.m.
2.00 p.m.	2.30 p.m.
to Half Hourly	to
6.30 p.m.	7.00 p.m.
7.30 p.m.	8.30 p.m.
11.30 p.m.	*12.00 mid.

*Bus leaves Repulse Bay at 12.15 a.m. instead of midnight when Dinner Dances are held at Repulse Bay Hotel.

THE HONGKONG HOTEL GARAGE.
(THE HONGKONG & SHANGHAI HOTELS, LTD.)

TRIUMPH

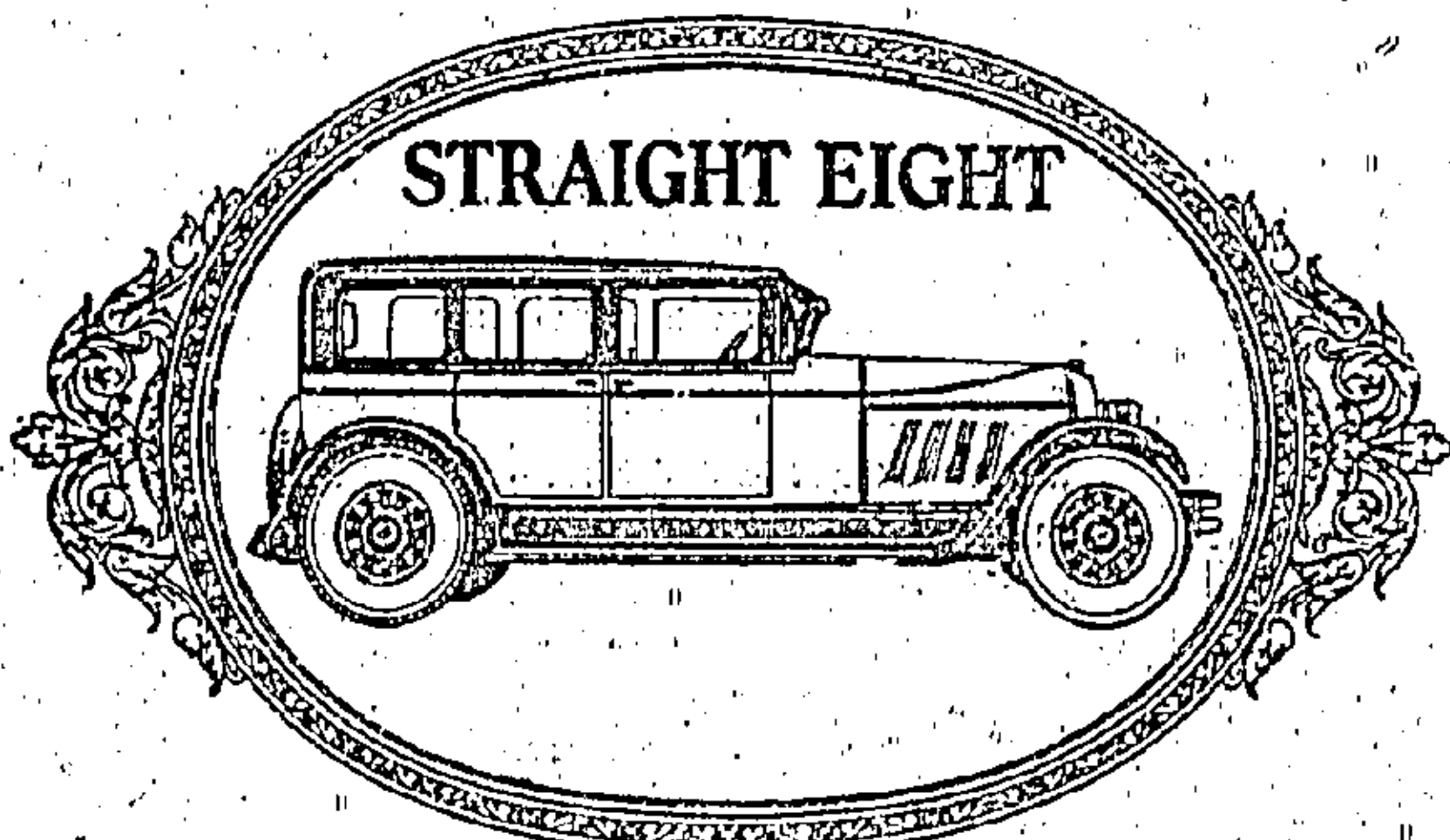


Stock Carried.

Salesroom at 1A, Chater Road, open every day (Sundays excepted) until 5 p.m.

Alex. Ross & Co. (China), Ltd.

Bank of China Building and 1A, Chater Road.



AUBURN

Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep sweet running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is its unusual stamina that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself you will not be asked to buy.

人理代售云南國中及港香

行洋信先

五九路下樓十中舖西樓

號一四零一六路德烈

書即索函 本報回函

Full Particulars from:—

The UNIVERSAL AUTO SUPPLY Co.

61, Des Voeux Road, Central.

ZERO WEATHER.

FLAT DOES WELL IN SEVERE TRIAL.

For the last 20 years (exclusive of the war period) the Royal Automobile Club of Sweden has organised annual winter reliability trials, which are recognised as the most severe of their kind in Northern Europe. This year's event consisted of two distinct trials: a hill climb and a long-distance endurance test from Oslo to Stockholm, over bad roads, and with the thermometer standing between 5 and 25 degrees below zero.

Three classes took part: (a) cars handled by drivers who had previously taken part in races;

(b) cars driven by owner-drivers; (c) all other cars. The distance for class A was 776 miles at an average speed of nearly 25 miles an hour, while for the two other classes, the distance was reduced to 602 miles, and the average speed was 22 1/2 miles an hour. An official observer was carried on each car, and the competitors started at intervals of five minutes.

At first the machines remained close together, for the roads had been cleared of snow. Later, however, immense difficulties were encountered, the snow being so deep that skis had to be fitted to the front wheels and long distances covered in bottom gear.

It was under these conditions that the Fiat 509, one of the smallest machines in the trials,

secured a substantial lead, and, driven by Groenkvist, finished eight hours ahead of its nearest competitor, in 63 hours 5 min.

The second best performance was that of a Fiat 501, driven by Bergstroem, which occupied 67 hours 18 min. The leaders in each of the bigger car classes were Nilsson (Ford), 74 hours; Naes (Ajax), 74 hours 2 min.; Bylund (Jewett), 77 hours 33 min.; Ohlsson (Dodge), 84 hours 57 min.; Norrman (Studebaker), 91 hours 25 min.; and Aronsson (Diatto), 95 hours, 17 min.

Over the short route the winners in the amateur section were Wiger (Citroen), 62 hours 16 min.; and Wahlstedt (Dodge), 69 hours 10 min. In class (c), Hedblom (Ford), was first in 57 hours 56 min., while Gongston (Fiat 501) was second in 70 hours 59 min.

GOOD DRIVING.

SIX MAJOR ESSENTIALS.

Seven nationally known traffic and safety experts were asked to state what they believed were the characteristics of a safe and good driver. An analysis of the opinions submitted show that the men all agreed on the following six major essentials of good driving:

1—The good driver has a high degree of self-control at all times, this control manifesting itself in various ways.

2—The good driver always maintains his car in such shape that it responds easily and quickly, thus assuring control of the car as far as the purely mechanical equation is concerned.

3—The good driver regulates his speed in accord with the conditions of the road over which he is travelling and never travels at such a rate that he cannot stop it within the "clear course" ahead.

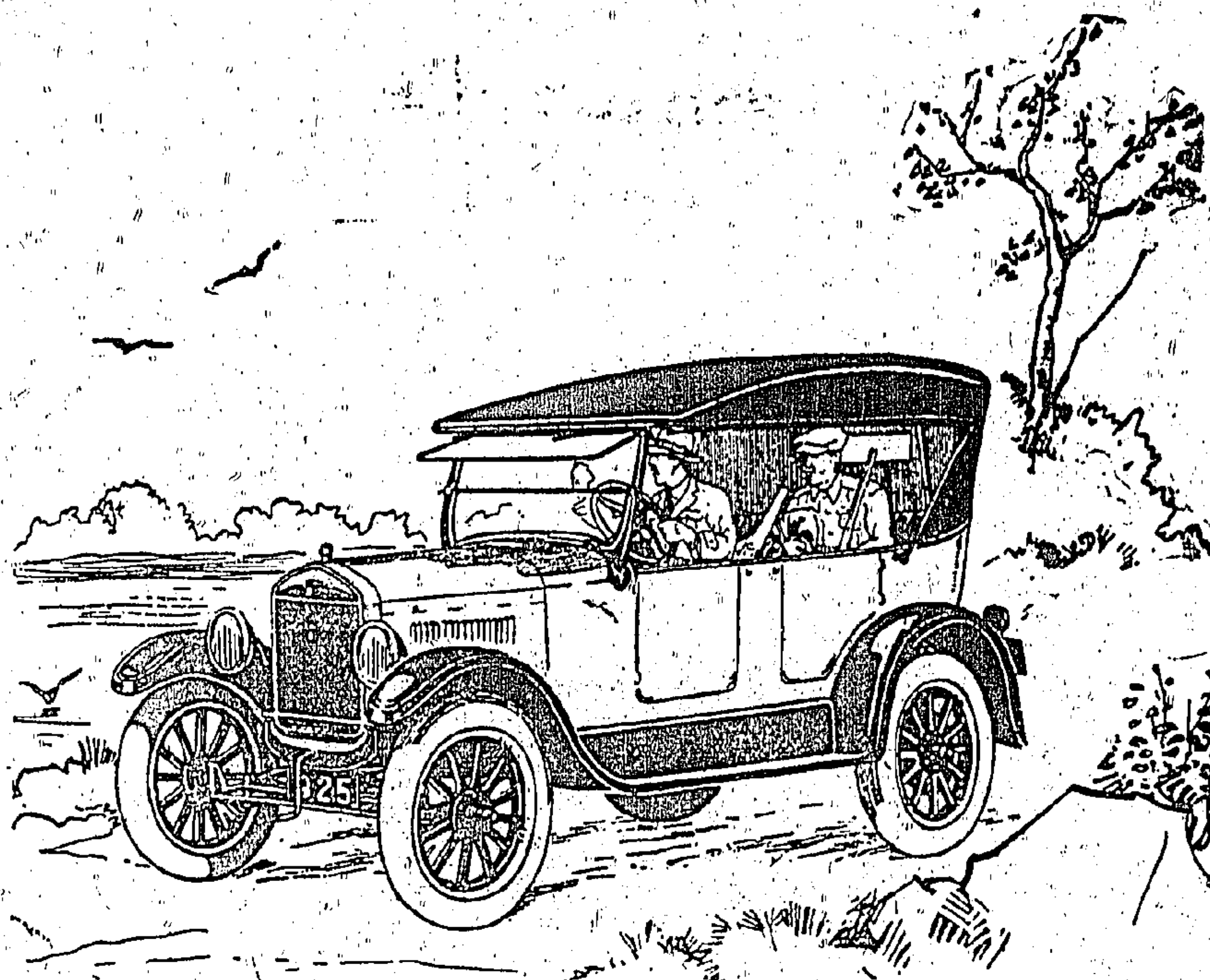
4—The good driver invariably exercises due regard for the rights of others and always applies the simple axioms of courteous behavior.

5—The good driver accepts the safety of the pedestrians as a primary consideration.

6—The good driver keeps his mind on the road ahead, as day-dreaming or chattering at the wheel causes many more accidents than are caused by bee stings.

BEAUTY ~ COMFORT

Ford



More Style and Comfort Found in New Design

You should call at our show room and see the improved Ford cars now on display. While your first thought will be of their pleasing appearance, you will quickly realize how greatly comfort, convenience and usefulness are increased. A pronounced stream line effect is given by the chassis being dropped and the bodies lowered and lengthened. More room, more ease, more style. The seats, low and deep, give a sense of comforting security both to driver and passengers.

ANDREW HARPER

Chatham Road, Hunghom, Kowloon, 6, Queen's Road Central HONGKONG.

Telephone: C. 4895 and K. 1216

Ford Motor Company
Detroit, U.S.A.

THE TOURING CAR

Price, with demountables,

Delivered in Kowloon,

H.K. \$965.00.

Self-Starter H.K. \$125.00 extra.

CONVENIENCE ~ UTILITY

FIAT 509

10 H.P. - 2 SEATER

Equipped with
Ballon Tyres

34 MILES per GALLON

Demonstration Model
for Sale

Price \$1850.00

For particulars apply to:-

Messrs. Societe Italiana Imp. Esp.

Estremo Oriente, Ltd.

Managers:-

A. GOEKE & CO.

3rd Floor, China Building

Telephone Central 2321.



THE HANLY LITTLE

Motor Cycle

3 H.P.

In order to introduce this
excellent machine to South
China, we are making a
special price offer.

\$330 CASH or \$350 TERMS

For reliability and Economy,
combined with low
cost price, this offer is
unique.We shall be pleased to
show you a model at our
showroom.

Leysec (China Co., Ltd.

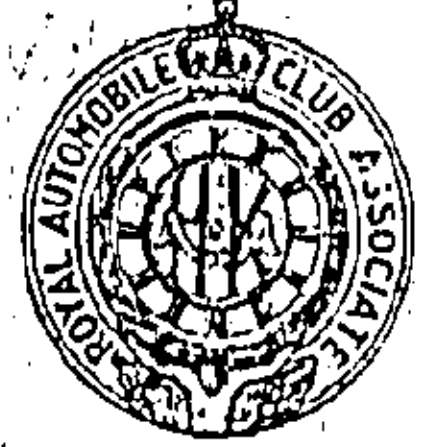
BANK OF CANTON BUILDING,

(4th Floor)

6, Des Vaux Road

TELEPHONE: CENTRAL 1321.

JOIN

THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:-

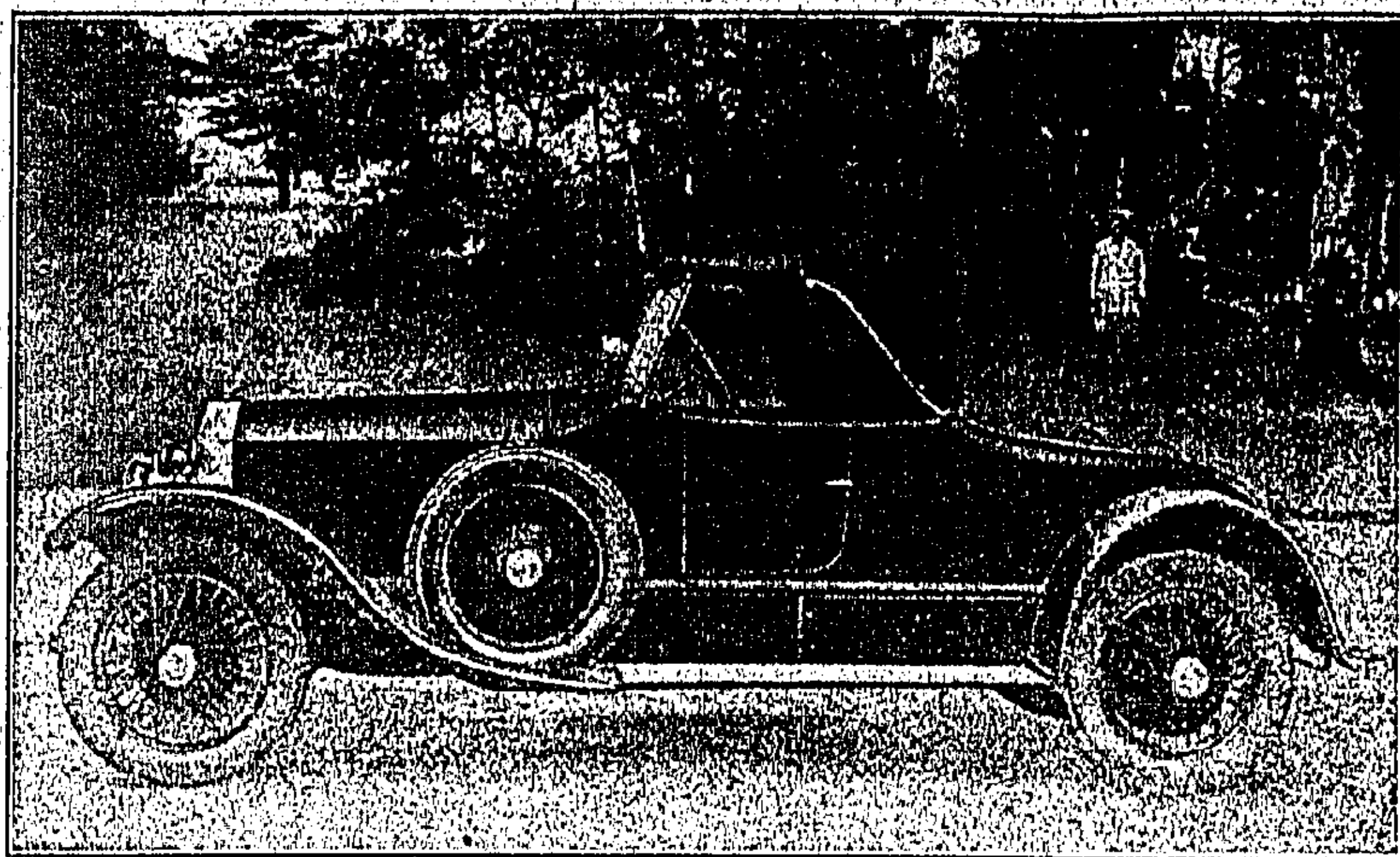
10% Off Motor Car Insurance,
5% Off Gasoline Bill
Free Legal Advice,
Free Mechanical Advice,
Associate Membership of the
R. A. C. and A. A. London.All Communications for
Membership etc. toMR. P. M. HODGSON,
Hon. Secretary,

Bank of China Building.

COST OF ROADS.

The average cost of the several
types of hard-surfaced road con-
struction in the United States is
given as about \$32,200 a mile.
Gravel roads cost about \$10,000 a
mile.

A TRIUMPH OF BRITISH ENGINEERING SKILL.

The above is a photo of the latest type of two seater touring car built by the Rolls-Royce
Factory.

GAOL!

FOR RECKLESS MOTORISTS.

SYDNEY'S FLASH DRIVERS.

Imprisonment, and the per-
manent cancellation of licen-
ces is the punishment the
Chief Secretary Mr. Laz-
zarini proposes to ask the
New South Wales Parlia-
ment to provide for reckless
motor drivers."I view recent repeated motor
accidents so seriously," said the
Minister to-day. "That I intend to
recommend to Cabinet that in the
amending traffic legislation, to be
introduced next sessions pro-
vision be made to empower
magistrates, instead of imposing
fines, to sentence to a term of
imprisonment any motor driver
found guilty of serious negligence
or of driving while under the in-
fluence of liquor. Where an
offender is so punished, the
magistrate will also have power
to order that no future licence
shall be granted. This principle
has been adopted by other States
in the Commonwealth, and coun-
tries in other parts of the world."

"FLASH" DRIVERS.

"It appears to me that some
drivers, either through flashness
or a thorough disregard of human
life, treat the ordinary fines im-
posed by magistrates with con-
tempt. It is, therefore, necessary
to pass very drastic legislation to
bring these people to a sense of
their responsibilities."Mr. Lazzarini told of a recent
case of a "flash" driver, who,
when pulled up by the police and
told that he was travelling at 45
miles an hour, remarked: "I am
pleased that the old bus has it in
hor!"

MORE ONE-WAY STREETS?

A deputation from the Darling-
hurst branch of the A.L.P. will
ask the Chief Secretary to intro-
duce one-way traffic on Darling-
hurst-road and Victoria-street,
King's Cross.A deputation from the motor
bus drivers is also to wait upon
the Minister concerning traffic
regulations generally.

DRIVES RAILWAY VAN.

NEW USE FOR MOTOR-
CYCLE.Twenty miners of Greymouth,
New Zealand, are carried 14 miles
to work and home again every
day in a railway van driven by an
Indian Super Chief engine. The
"Greymouth Greyhound" they
call the conveyance.The engine has been doing its
heavy transportation job for 12
months, and shows no sign of
flagging. Its performance is
evidence of the great power over
and above its normal horse power
rating, capable of being produced
by the modern motor cycle engine.
Men and truck, it is estimated,
together weigh 2½ tons.The men are more than thank-
ful for the "Greyhound." They
are now able to live at home
instead of batching at the mines
as they had to do before it was
pressed into service.STOLEN CAR LOSS IN
MILLIONS.Washington, May 12th.—There
were about 250,000 motor vehicles
stolen during 1925, according to a
survey made by the researchdivision of the American Auto-
mobile Association.The money value of the stolen
loot was \$218,000,000, estimating
each car worth \$875. Indications
show that car thefts are keeping
pace with motor theft registra-
tions.

MOTOR TRIPS ABROAD

At Ann Hathaway's Cottage

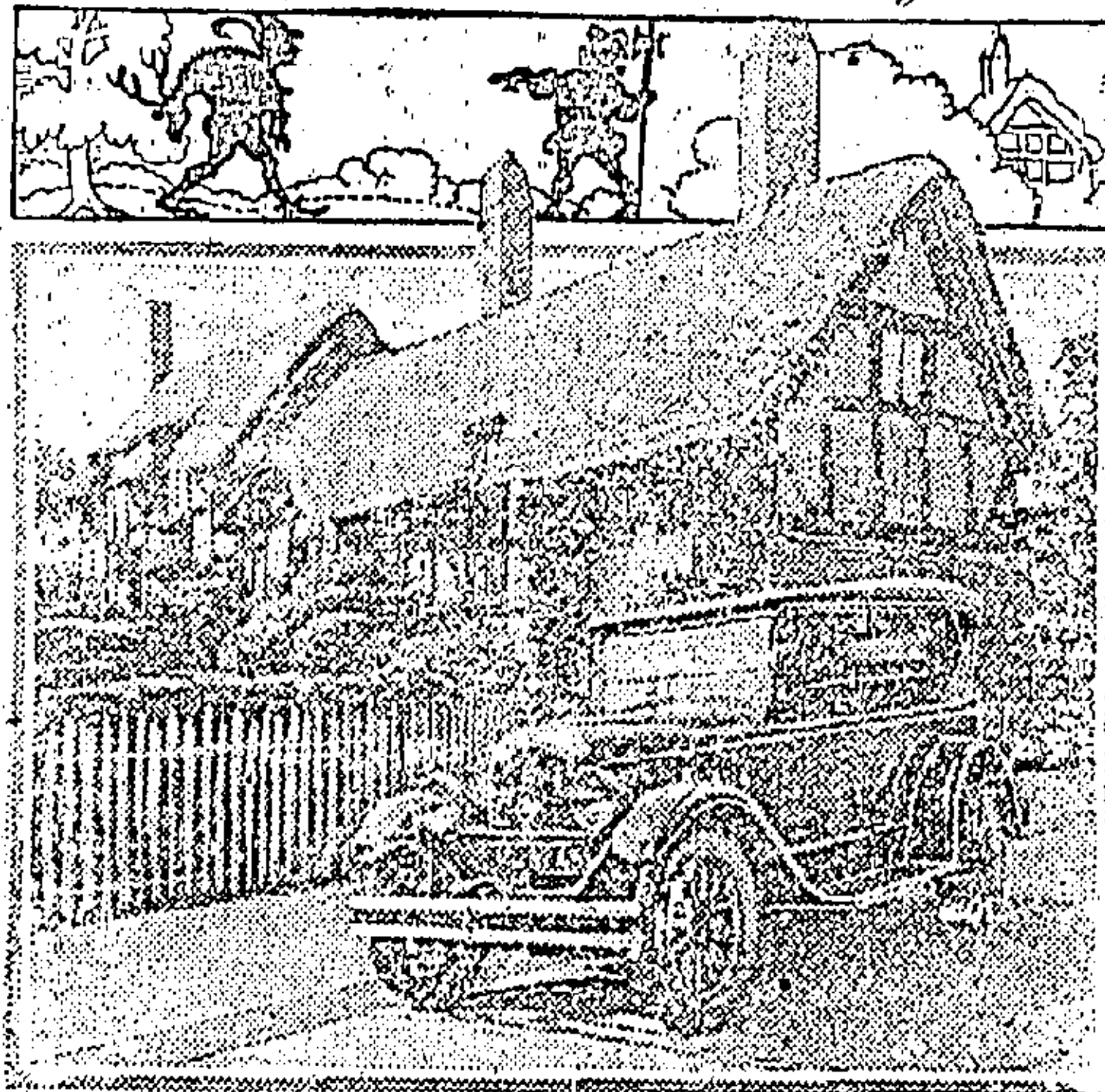


Photo Courtesy Chrysler Maxwell Motor Corporation

Legend has it that Will Shakespeare shot a deer—unlawfully—and laid
it on the steps of this cottage, as a love offering to Ann.WITH each year more and
more American tourists go by
motor car from London to the
famous city of Stratford-on-Avon,
a delightful ride of 93 miles through
some of the most picturesque coun-
try in the world. To no town has
the memory of one famous son
brought greater fame than that
which the memory of William
Shakespeare has brought to Strat-
ford. And people who go there not
only visit Shakespeare's birthplace
but also Anne Hathaway's cottage
at Shottery, a mile from Stratford.
This picturesque thatched cottage
in which Shakespeare's wife was
born, was purchased for the nation
in 1892.
It has been said that nearly as
many Americans have visited Strat-
ford and Shottery as have English.
This is an exaggeration to be sure
but America thinks of Shakespeare
and his home town as a possession
of the world, not of England alone.

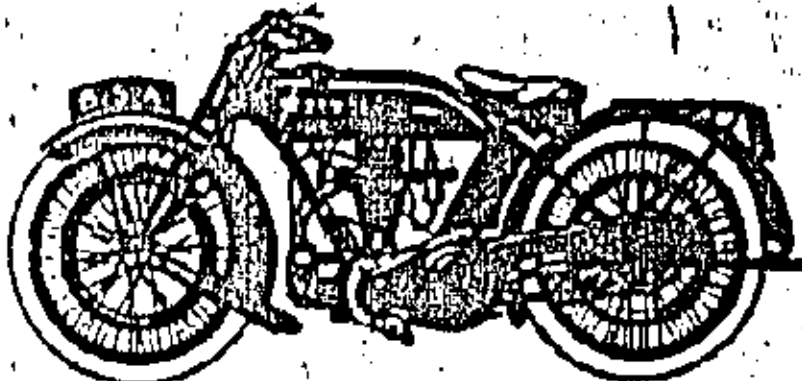
LEAD THE WAY

ON A

B. S. A.

THE UNDISPUTED LEADER.

WITH

AN UNEQUALLED RECORD FOR
RELIABILITY.NOTE OUR LOW PRICES
OF MODELS IN STOCK

2.49 H.P. Solo, Acetelene Lighting	\$350.00
3.49 H.P. " " "	\$450.00
3.49 H.P. " Electric " "	\$500.00
3.49 H.P. OHV. Solo, Acetelene Lighting	\$525.00

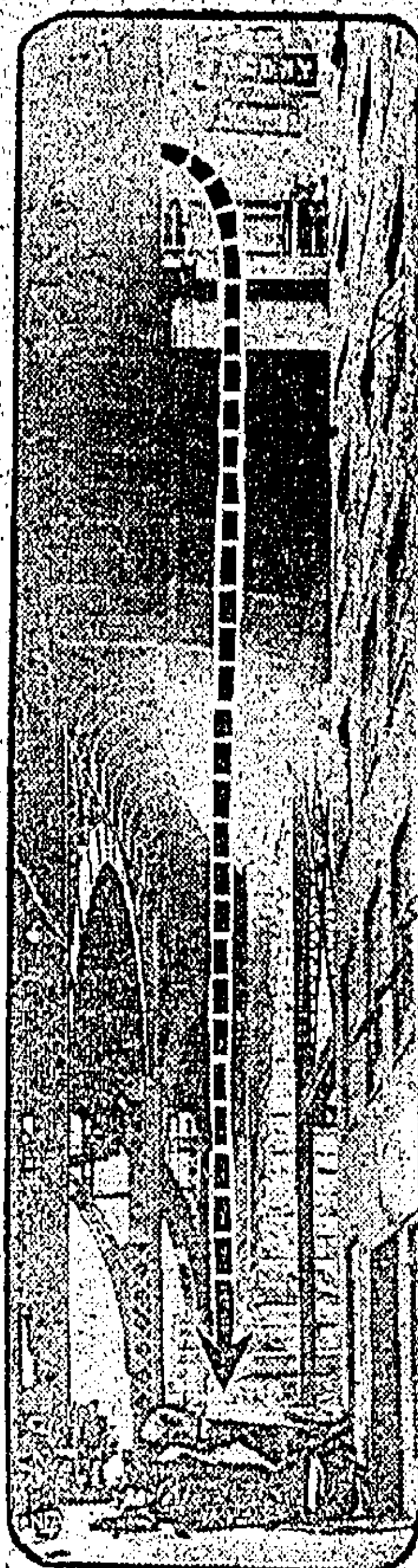
IT PAYS YOU TO BUY THE BEST.

Call & See us before deciding on your next mount

THE SINCERE Co., Ltd.

Sole Agents.

FATAL DROP.

Fragments were all that
remained when a taxi
crashed through the railing
on Upper Riverside Drive,
New York, and plunged 70
feet to pavement below. The
passenger, William Al-
perstein, was killed instantly,
and the driver, Irving Zoppel,
badly injured. Merely a
six-story drop, as the build-
ing alongside indicates."I was impressed by the Chris-
tianity of the men of Exeter dur-
ing the strike. Exeter is a truly
Christian city."—Bishop of Exeter.MOTOR CYCLE
GYMKHANAOrganised by the M. I. and A. C.
Companies of the H.K.V.D. Corpswill be held on the Sookumpoo Football Ground
on Saturday, July 10th 1926.

Commencing at 2.45 p.m. Sharp

The following Events will be open to all Motor
Cyclists in the Colony:-

EGG and SPOON RACE	(Solo)
NOVELTY RACE	(Sidecar)
MUSICAL CHAIRS	(Sidecar)
BUN BITING	(Solo)
TILTING THE BUCKET	(Solo)

MANY ATTRACTIVE PRIZES

have been donated by the following firms

Silver Cup	Messrs. Gilman & Co.
Silver Cup	Hongkong & Kowloon Taxi Cab Co., Ltd.
Silver Cup	The Dragon Motor Car Co., Ltd.
Silver Cup presented by the Soc. Italiana Impe. Esporte.	Estremo Oriente and Messrs. A. Goetze & Co. on behalf of the Fiat Motor Car Works.
Challenge Cup	Messrs. Harley Davidson (Per A. Gascon)
Goodyear Motor Cycle Tyre	Messrs. Alex. Ross & Co., Ltd.
Prast-O-life Battery	Hongkong Hotel Garage
Universal Spotlight	Hongkong Hotel Garage
Two Pairs Dominion Royal Cord Inner Tubes	Messrs. Loxley & Co.
Open Order for 32 Gallons "Shell"	Asiatic Petroleum Co.
Two Michelin Tyres	Europe Asia Trading Co.
Two Dozen Ripault's Spark Plugs	Universal Auto Supply Co.

Members of the Mounted Infantry will take part in
interesting Equestrian Events.The Band of The East Surrey Regiment will play
during the afternoon by kind permission of
Lieut. Col. Montague Bates, C.B., C.M.G., D.S.O.,
and Officers

Refreshments will be obtainable on the Ground.

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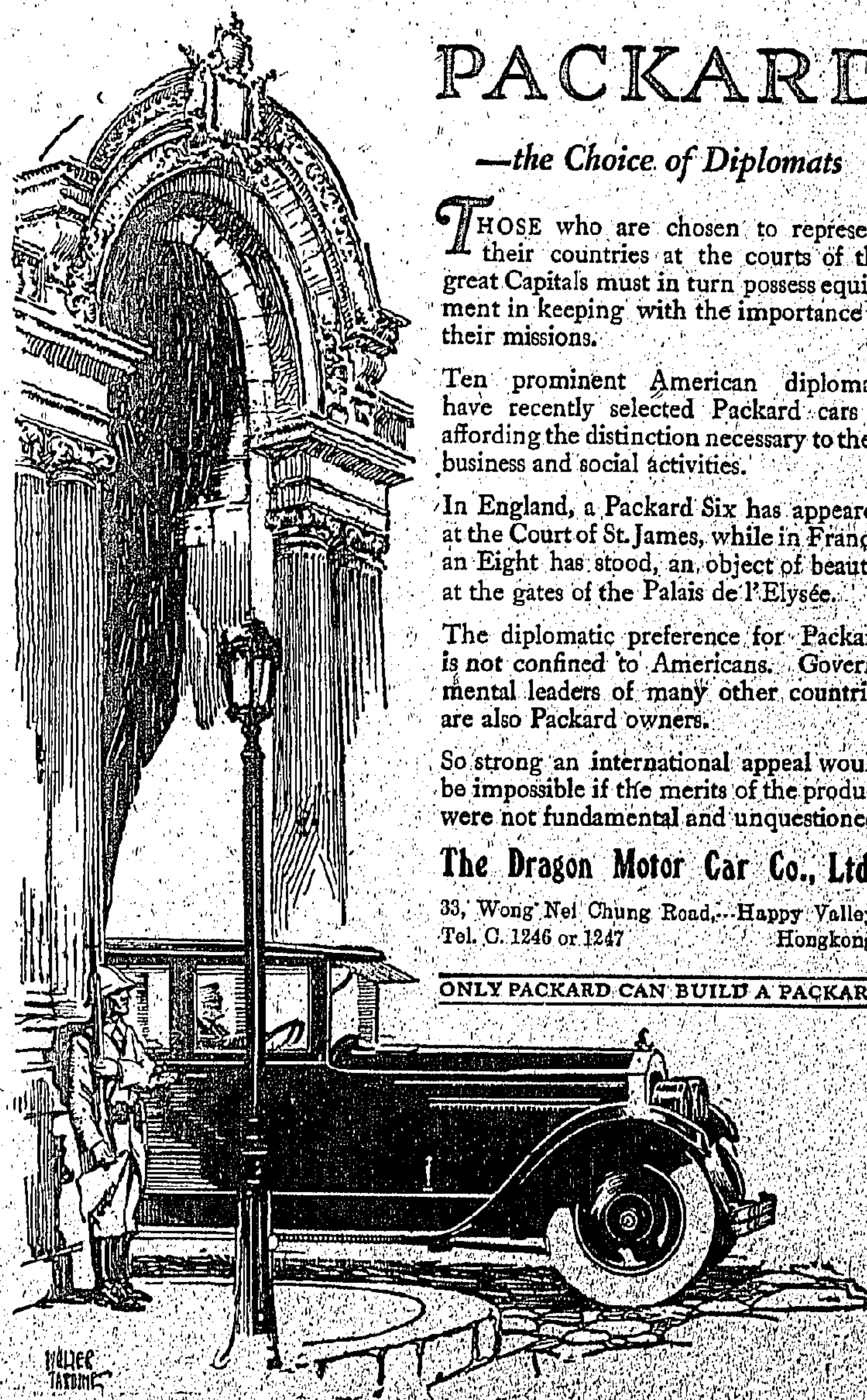
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HILL STATIONS.

BIG SCHEME FOR MALAYA.

"CAMERON'S HIGHLANDS."

The development of Cameron's Highlands as a hill station has definitely been decided on by Straits Settlements Government. The abandoned section of road between the 12th mile from Tapah, and Jor, at the 20th mile, is under reconstruction.

In Sir George Maxwell's report for 1925, it is stated that first class motor road has been traced as far as the pass into Pahang, at the 23½ mile, with a gradient of not more than 1 in 30 for the greater part of the distance, and a section of three miles with a gradient of 1 in 20. The survey is being continued towards the Highlands. The distance will be about 42 miles. A bridge-path, which will be about 11 miles in length, is being traced between Jor Camp and the Highlands. Development paths are being made inside the Highlands area. A topographical survey, with vertical intervals of ten feet, will be made next year. A development committee has been appointed under the chairmanship of the Director of Public Works.

FRASER'S HILL.

The road from the Gap was commenced in the year 1920 and finished in 1922. The Government has at present eight bungalows which are intended for the use of Government employees but which may be occupied by other than Government employees if there is a vacancy.

Another Government bungalow is now under construction. From Red Cross funds two houses have been built. "Red Cross House," which is primarily for the use of Ex-Servicemen and women, and "Cicely," where applications supported by a medical certificate receive priority. Two other buildings, "Convalescent" and "Victory House," are being built from the same funds. Three private houses have been built and building sites have been allotted to ten applicants. A water supply is being constructed. The golf links will soon be ready for use.

This is a small hill station containing only a single bungalow at a height of approximately 2,500 feet. It is approached from the Tumpin-Seremban Road, and is reached by a good bridge-path.

GUNONG TAHAN.

The establishment of a hill station at Gunong Tahan was first considered in 1912, and Sir Arthur Young, then High Commissioner for the Malay States, led an expedition to the mountain, with a view to investigating its possibilities. As a result of this visit, a topographical survey was carried out in 1913, and surveys were made for a road and railway connection. The length of the line from the junction of the Pahang-Kelantan line was approximately 20 miles, of which 20 miles were to be constructed as an ordinary railway, and 10 miles as a rack railway. The outbreak of the war prevented further progress with the scheme. Meteorological observations were taken from July, 1921, to July, 1923. The rainfall for the first year was 137.78 inches, and for the second year 161.69 inches. The rainiest month was January, 1923, with 29 inches, and the driest was February, 1923, with 2.43 inches. The highest maximum temperature recorded was 76°F. on three occasions, and the lowest minimum temperature 48°F. There appears to be no record of investigations into the area available for residential purposes or for cultivation. When the revised programme of works in connection with the Loan Account was prepared in 1921, the provision for the railway to Gunong Tahan was omitted, and the proposal for the development of Gunong Tahan as a hill station is, for the present at least, abandoned.

MAXWELL'S HILL.

Maxwell's Hill is situated on the mountain range near Taiping, the capital of Perak, and is named after the late Sir William Maxwell, K.C.M.G., who, as Assistant Resident, first made a clearing there. At the Tea Gardens (2,152 feet) on the way up, there is a bungalow with eight bed-rooms. At Maxwell's Hill itself there are six comfortable bungalows at an elevation of between 3,400 and 3,650 feet. "The Cottage" (the bungalow of the Chief Secretary to Government) and

THE PEAK-TRAMWAY.

CHANGES IN THE LAW.

The Gazette contains the draft of an Ordinance to amend the Peak Tramway Ordinance, 1883. The two main objects of this Bill are (1) to give the Governor-in-Council power to allow the present statutory maximum speed of 10 miles an hour to be exceeded, and (2) to make it quite clear that electricity may be used as the motive power on the tramway. The opportunity is taken of making certain other amendments also.

It is not quite clear that section 13 of the present Ordinance gives the Governor-in-Council power to approve of the use of electricity as the motive power of the tramway. The proposed new section 13 gives this power. It also makes it clear that no apparatus disapproved by the Governor-in-Council may be used. This is no doubt implied in the present section.

Two substantial alterations will be made by clause 4. One is to give the Governor-in-Council power to allow the present statutory maximum speed of 10 miles an hour to be exceeded. The other is to do away with the present anomalous provision that no rule or by-law made under the principal Ordinance can come into operation until one month after its publication in the Gazette. Clause 4 also provides that the company's by-laws must be first approved by the Governor-in-Council.

Section 17 of the present Ordinance provides that any rule or by-law may impose a fine for offences against the rule or by-law not exceeding \$10 for each offence, or \$5 a day for a continuing offence. These maxima seem much too small for some of the possible offences, e.g., trespassing on the tramway line, or failure by the company to provide servants to keep the line free from obstructions. The proposed new section makes the maximum fines for breaches of the rules \$250 or \$50 a day for a continuing offence and the maximum fine for breaches of the by-laws \$100. Another objection to the form of the present section 17 is that the penalties have to be provided in the rules and by-laws, and no provision is made for any case where through inadvertence a rule or by-law is not provided with a penalty. The proposed new form of the section provides a penalty for all rules and by-laws, but gives power to reduce the maximum fines in the case of any particular rule or by-law.

Clause 6 of the bill gives the Governor-in-Council power to amend the Schedule which contains the Table of Tolls. It is hardly necessary to say that no amendment of the Schedule would be made without consultation with the Company. At present there is no power either to reduce or to increase the maximum tolls. Clause 7, 8, 9, and 10 increase to \$100 the maximum fines under sections 25, 26, 27 and 28 of the principal Ordinance. The present maxima of \$25 and \$10 seem much too small for some of the offences, which include wilful obstruction of the Company's servants, destruction of the property of the Company, acting in such a manner as to endanger the lives of persons travelling on the tramway, and attempting to avoid payment of the legal fare.

BRITISH EXPORT TRADE.

GOVERNMENT TO HELP.

London, June 25. The Department of Overseas Trade is about to take an important step with a view to assisting British exporters to extend trade to Australia, Malaya, Ceylon and elsewhere, especially the heavy engineering trades, where long credit is demanded. Mr. A. M. Samuel, announcing this at a luncheon at the Constitutional Club, said the Department would grant insurance to British exporters to cover them against risk of loss by bad debts in the export market. Printed conditions will be issued in a few days.—*Reuter*.

"The Box" (the bungalow of the British Resident, Perak) are on two peaks at heights of 4,530 feet and 4,076 feet respectively. The rainfall of the hill is high, but the flower gardens are attractive, and the dairy and vegetable gardens are well maintained. Kledang Hill is 2,046 feet above sea level, and has only two bungalows. It is reached by a large road to the foot of the hill, and a good bridge-path, 4½ miles long, leads to the bungalows.

CORRESPONDENCE.

(To the Editor, Hongkong Telegraph.)

FREEDOM OF EXPRESSION.

Sir,—Permit me again to encroach on your columns to answer your correspondent "Enquirer." "Enquirer" thinks the H. M. Silva of the S. C. M. Post review and H. M. Silva of the Telegraph comments are one and the same. I am surprised that he should think I could entertain such views as those in the review after that I said in the Telegraph. That would be a most elaborate contradiction and conflict.

Your correspondent said:—"I had an idea that under the laws of Portugal no ban was placed on comment such as that of—." According to authentic report I heard that the book was suppressed (surely "Enquirer" cannot imagine that that Government did not legally suppress the work). I am not an authority on international law if I merely quoted Brande to prove my statements re "Freedom of expression."

TUG WRECKED.

Hongkong Man in Command.

News has been received in the Colony of the total loss of the tug Kamkai, which left here on the 19th instant for Manila, with Captain Finn Malm in charge.

The tug had been sold to the Negros Philippine Lumber Company, of Manila, the negotiations having been put through in Hongkong, and she was on her way to Manila when the disaster occurred. No details are to hand, excepting that the boat became a total wreck off the coast to the north-west of Manila, on Thursday.

A telegram has been received from Captain Malm, this stating that all hands have been saved.

I can tell your correspondent one thing about International Law, though, and that is that absolute freedom of expression is not rife in any civilised country. You see the Editor and me were not *d'accord*; hence the discussion.

In conclusion I was just as surprised as anyone else to see the review in the S. C. M. Post yesterday without my knowledge. Thanking you Mr. Editor—Yours etc.,

H. M. SILVA.
Hongkong, June 26th, 1926.

THE "TAISHAN."

NEW PROPELLORS FITTED.

Having completed her docking, and had new bronze propellers fitted, the s.s. Taishan ran trials on the three-mile measured course yesterday, when a mean speed of over 16½ knots was easily attained, while on two runs a maximum speed of 17.8 knots was attained.

It will be recollected that the Taishan was built last year for the Hongkong, Canton & Macao Steamboat Co., Ltd., by the Taikeo Dockyard, a full description of this fine vessel being given at the time of completion.

NEW BROOMS.

M. CAILLAUX GETS BUSY.

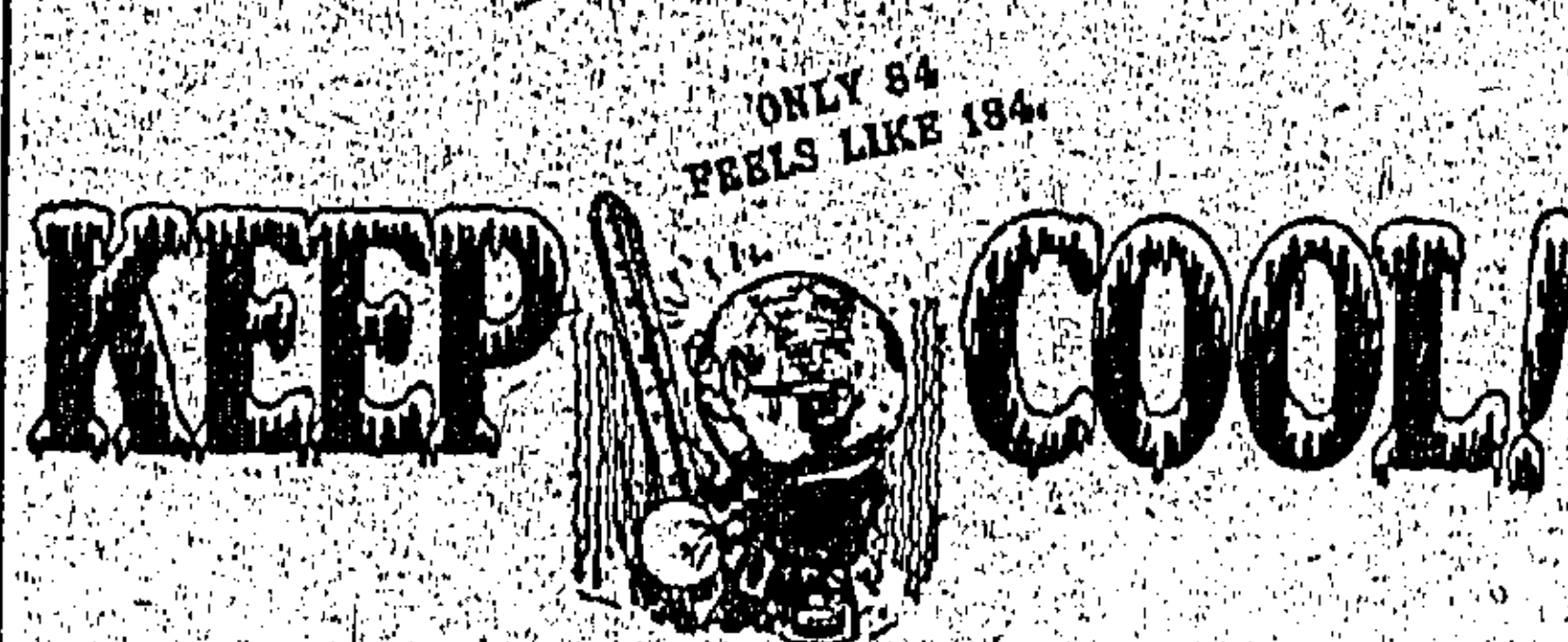
Paris, June 25. Early indications of M. Caillaux's intentions to seek new brooms are given in a draft decree replacing M. Robineau as Governor of the Banque de France by M. Moreau, who is at present Director of the Banque d'Algerie.—*Reuter*.

The Empress of Canada is now due here from Vancouver at 8 a.m. on Tuesday, June 29th.

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ENGLISH RAILWAY ACHIEVEMENT.

BOAT TRAIN'S 227 MILES IN 230 MINUTES.

Two hundred and 27 miles in 230 minutes was the achievement recently of a Great Western Railway boat train conveying passengers from the Cunard liner Ascania, on the journey between Plymouth Docks and Paddington.

The train arrived at Paddington 14 minutes before schedule time, the 230 minutes occupied by the journey including two minutes during which the train was stopped near Newton Abbot.

The Knight of the Bath, a 4-cylinder 6-coupled engine, accomplished the journey within four minutes of the fastest time, ever achieved between Plymouth and London and in three minutes less time than that taken by the Abbotsbury Castle engine which recently hauled the boat train conveying the American hotel delegates over the same stretch of line.

The average speed was almost 60 miles per hour over a distance of 226 miles. After passing Exeter, Driver-Salter of Plymouth, who was in charge, maintained an average speed of 64.7 miles per hour over a distance of 174 miles continuously.

The train consisted of five coaches, including a dining car.

The Record Run. A correspondent, "A.D.P." sends the following:—In your account of the fine run on the G.W.R. you say that it was only four

minutes more than the fastest time on record between Plymouth Mill-bay Docks, and Paddington. When the record was made on May 9th 1904, the train ran via Bath, so that the distance was 246½ miles, and the time taken was 226 min. 48 sec. This included a stop of 8 min. 43 sec. at Bristol (Pyle Hill); checks at Newton Abbot, Wellington and Cricklade (accounting for five minutes.)

At that time there was only a single line for 1½ miles through the Dawlish tunnel. To Bristol the engine was the "City of Truro" which established the record of 102½ miles per hour down the White Hill incline between Wellington and Taunton. Clements drove the "City of Truro." At Bristol the "Duke of Connaught" (driver Underhill) took charge, and the 118 miles 4 chains was done in 99 min. 46 sec. Swindon to Paddington 77 miles 22 chains, was done in 60 min. 9 sec. This included a slack at Cricklade Bridge to less than 10 miles an hour, which was at least one min. The present route is nearly 20 miles shorter.

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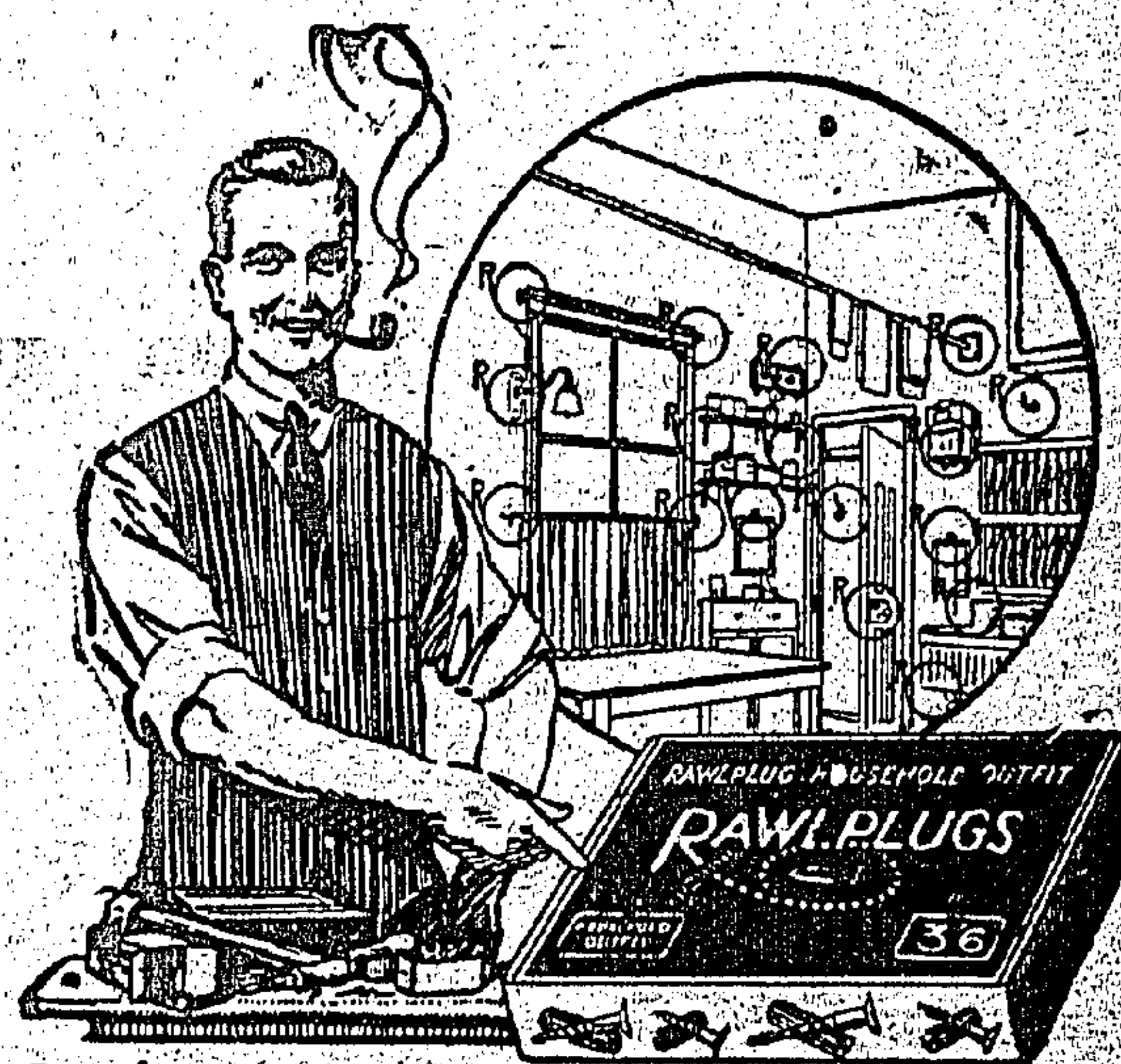
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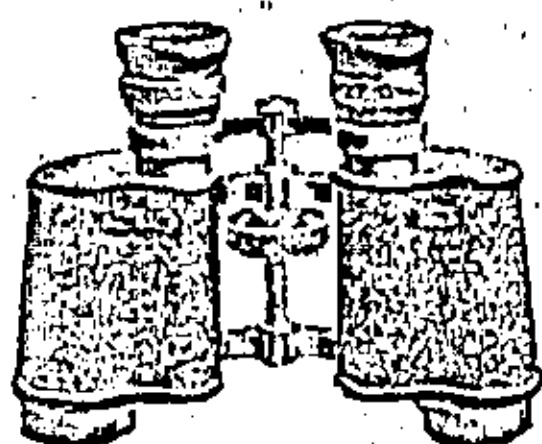
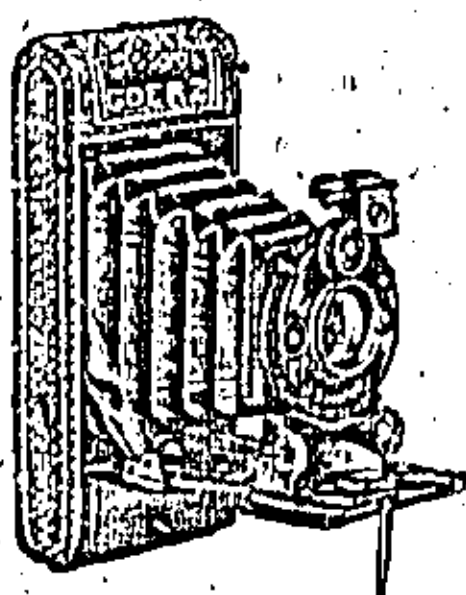
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NEGLIGENT DRIVING BY EUROPEANS.

ONE PENALTY OF \$75.

Mr. S. J. Squire, of the Hongkong Electric Company, was convicted at the Central Magistracy yesterday of driving a motor cycle in a negligent manner at Causeway Bay on April 17 and fined \$75.

Mr. D. E. Western was also convicted on a similar charge, and fined \$25.

The charge arose out of an accident at Causeway Bay when a Chinese was killed. It may be recalled that a charge of manslaughter was originally preferred against Mr. Squire, but the Attorney General entered a *nolle prosequi* and the charge of dangerous driving was proceeded with.

Yesterday, Inspector Alexander of the Traffic Department was recalled and questioned by His Worship.

Mr. Lindsell: From your knowledge of the locality would you expect Causeway Bay Road on the corner of the tramway shelter to be free of traffic at that time of night?

Witness: No.

Charge Amended.

Asked if it was safe for two motor cycles to drive at 30 miles an hour in close proximity to each other anywhere on the island, witness replied that it was very unsafe both during daytime and night.

Witness agreed that it was a general rule that motor vehicles, even going at a moderate speed, should not follow close upon each other.

Mr. Lindsell said he proposed to amend the charge of reckless driving to one of driving negligently. He held that a *prima facie* case had been made out on that charge.

A tramway traffic regulator was called and he described the scene after the accident, when Mr. Squire was lying underneath a motor cycle.

In evidence, Mr. Squire said he left the Recreation Club about nine o'clock, and Mr. Western caught him up at Bay View Police station. They rode along at about 20 miles an hour and when passing the Polo ground their speed was possibly 25 miles an hour.

Close Driving.

Witness was driving seven feet behind Mr. Squire and about four feet to one side. The leader suddenly swerved and the machines collided. He knew nothing more after that until he was taken to hospital.

In reply to Mr. Lindsell, he said he did not consider it dangerous to drive seven feet behind another cycle under the conditions. In reply to another question, he said he had been driving a motor cycle since 1914.

Questioned by Inspector Alexander, witness said if he had received a signal that the preceding machine was going to swerve he could have turned and avoided the collision.

Mr. Lindsell remarked that no machine travelling at 15 to 20 miles an hour could pull up in the distance.

Mr. Western gave corroborative evidence and submitted that if he had been driving at the speed which had been alleged it would have been impossible for him to pull up in the distance he did.

Negligence Proved.

Mr. A. F. Paul, who was riding pillion on Mr. Western's machine at the time, also gave similar evidence with regard to speed and the nature of the accident.

Mr. Squire submitted that the prosecution had not proved excessive speed or negligence.

Mr. Lindsell convicted both defendants of driving in a negligent manner, taking into consideration the circumstances of the case. Mr. Squire was driving at a higher speed than he had said, and he was close behind the leading machine. That in itself was negligence. He had committed himself by the fact that when the first machine swerved he went straight into it.

In the case of the second defendant there was negligence because he was going at a speed which made him swerve to avoid a push cyclist. If he had been going more slowly he might have worked out.

Mr. Squire was fined \$5 on March 9 this year for a motoring offence. His Worship imposed fines in the present case as given above.

THE OPIUM CASE.

FIRST DEFENDANT ABSENT.

Oil that was sold not by the catty, but by the unit of solid measure of the tael, constituted an item so important from the viewpoint of the authorities as to require their particular attention in investigations into the "business affairs" of Lo Yu-hung and his son, Yu Yau-heung, now under trial on charges of extensive dealings in opium.

When the case was resumed before Mr. R. E. Lindsell yesterday, the principal defendant was not present, and in explanation of this was stated by Mr. M. K. Lo, defending, that the man was pressed to go to Canton to consult a German doctor as he was suffering from consumption, and had made an application for a fortnight's adjournment until his return. Alluding to a misapprehension that might be engendered by this absence, Mr. Lo said that he had been particularly informed of the trip, and, in connection with the application, Mr. Lo was confident that the defendant, so far from wishing to avoid the issue, was very desirous to have the whole matter thrashed out on his return. On instructions, Mr. Lo had a conference with Mr. Eldon Potter and the result of that conference was such as to strengthen Mr. Lo in his belief of the defendant's eventual return. In any case the Court had the option of estreating the defendant's bail should he not turn up at the stipulated date.

Mr. J. D. Lloyd, Superintendent of the Imports and Exports Department, who prosecuted, had nothing to say, but the Magistrate decided to go on with the case.

Translations.

Mr. G. Kennedy-Skipiton, from the Secretariat of Chinese Affairs, handed in a number of documents purporting to be translations and *précis* of business letters seized by the revenue department in a raid on the defendant's business offices in Lee Yuen Street, and he explained certain references contained therein as having a connection with the subject matter of the case. In particular he referred to a shipment of "oil contained in kerosene tins that was sold by the tael at Swatow" and to a shipment of "7½ tins, worth \$900 per tin, and in respect of which Yu Yau-heung, (the principal defendant) had a share of one tin."

Alluding to certain letters, which, in the view of the witness, "form a connective narrative of dealings," Mr. Lo submitted as being "bad doctrine" that anything that might be produced as evidence against other persons in other places should be taken as evidence against the second defendant, simply on the supposed ground that he was connected with them or associated with them as a gang of fifty men dealing in opium.

Mr. Lo objected in particular to certain letters with which the second defendant was not directly connected.

Prima Facie Case.

Mr. Lindsell concurred with Mr. Lo on the point of law thus raised, but allowed the admission of the letters as being cross-references to the principal documents concerning the second defendant.

Later, Mr. Lo intimated that as he had accepted that a *prima facie* case had been made out by the prosecution they would candidly come out with the point that all that witness had produced from the documents was in allusion to dealings in opium. He wished to put a "vital question" to witness, in the query as to how much of the evidence from the documents had shown that the second defendant was in the Colony during the period covered by the case.

Mr. Kennedy-Skipiton referred to a letter alleged to have been addressed by one of the alleged partners in the "ring," to the second defendant as evidence of his domicile here during the material period.

Dealings in Opium.

Mr. Lloyd again went into the box, and in reply to a question by Mr. Lindsell, said he was satisfied that the dealings referred to were in opium.

Mr. Lo: The books show a *prima facie* case that there have been extensive dealings in opium between Swatow and Tung King. Is there any evidence to show that any of these dealings took place in Hongkong?

Mr. Lloyd: A man might have possession of it and be in Hong-

A FOREIGN LAD KIDNAPPED.

TWO MILLION DOLLAR RANSOM DEMANDED.

Harbin, June 7.—On the evening of June 6, a gang of well-armed *haukhtuzes* attacked Mr. Michkoff's private country-house at Ertsenlyantsi and kidnapped his son, Leonid, as well as the auditor of the station accounts, Mr. Kusnezoff. The latter was very promptly released and sent back with a demand for two million dollars ransom money for the boy.

From all accounts, Mr. Michkoff and his wife and son left for their country-house on June 4, their elder son remaining in town. In the evening the family went to the kursaal and after having their supper, the son Leonid, with another lad, returned to the country-house for the purpose of playing the gramophone.

Just after they started playing the house was surrounded by a gang of 20 well-armed *haukhtuzes*, who proceeded to kick up all the servants in the stables.

They asked the boy where his father was on his reply that he was in the *kursaal* they did not hesitate a moment and carried the lad off. Coming out of the house they met Mr. Kusnezoff whom they also took with them. Later, they sent Mr. Kusnezoff back for the purpose already stated.

Now that the horse is gone, so to speak, the Chinese authorities are proceeding to fix the stable door. A large force has now been sent to Ertsenlyantsi as though the *haukhtuzes* would be so foolish as to pay it a second visit. In the interval, the parents of the boy are distracted with grief.—*Mina Service.*

ARMED GANGS ACTIVE.

SHANGHAI AFFAIRS.

After several days of quiescence, armed gangs in Shanghai broke out in activity on the 18th and 19th inst., three raids being committed in the Settlement.

Three men, one of whom was armed, got a hot reception when they raided a house at 1128 Medhurst Road at 3 a.m. and stole five dollars' worth of clothing. They were met by the occupant, a Chinese, who produced a pistol and opened fire on the robbers. Shots were exchanged, but none took effect.

In a raid on a house at 747 Carter Road, a gang of six men, three carrying pistols, stole jewellery to the value of \$100. A woman at the house blew a police whistle and gave the alarm. The robbers fired two shots at her, but missed. Three men raided a cigarette and exchange shop at 293 Hankow Road, and stole \$150 in cash.

kong, and have a stock somewhere else. In that case he could issue a delivery slip, and order a certain amount to be delivered to some place.

Mr. Lo: As Superintendent of Imports and Exports you are bringing this prosecution against the second defendant for dealing in opium. The books show a *prima facie* case, but is there any evidence to show that any part of these dealings, payments, if you like, took place by the second defendant in Hongkong?

A Superior Foki.

Mr. Lloyd: The second defendant is a foki of the first defendant. He is a very confidential and superior foki, and draws a high salary in the firm. From the documents, it is shown that he was left in charge of the business when the master was away.

Further questioned about the second defendant in relation to the dealings, Mr. Lloyd said it was his impression that wherever the deals took place they were for the benefit of the firm in Hongkong.

Mr. Lo: The books do not show that the transactions themselves were taking place in Hongkong?

Mr. Lloyd: My view is that they were partly in Hongkong and partly elsewhere.

The case was adjourned until next Friday afternoon. Mr. Lindsell said he did not propose to grant a fortnight's adjournment in the case of the first defendant, and said that if he did not appear next Friday his bail would be estreated.

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MILKMAID
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MILK

WOMEN'S INTERESTS

MEANS
SAFETY
NO
MICROBES



Mlle. Francine Lanier, obviously, wears her heart where her sleeve used to be. She is displaying Paris' latest, Cupid's bracelet. By clasping the arm closely, the broken arrow gives the effect of piercing the skin.

HOUSEHOLD SUGGESTIONS.

It is well to remember that the wardrobe as well as the bedroom needs airing. Leave the door open frequently and open those windows which will ventilate it most thoroughly.

Your floor rugs should be cleaned thoroughly at frequent intervals to prevent moths. Pay particular attention to seams which are excellent breeding places for these obnoxious pests.

Gilt picture frames may be cleaned with white of egg applied on a soft brush.

Ivory handles on cutlery may be cleaned with lemon and common kitchen salt. Cut a lemon, dip it in the salt, and use as a cleaning pad.

Put lemon juice and salt on a rust stain and let it dry in the sun. If particularly obstinate, you may have to make two applications.

To clean bronze ornaments rub with a cloth slightly moistened with sweet oil. Rub dry with a clean, soft cloth, then polish with a chamois skin.

When closet room is at a premium a shoe bag which covers the whole inside of the closet door gives much extra space, and keeps your shoes off the floor.

Tarnished silver is quickly restored to its natural state if you clean it with a piece of raw potato dipped in baking soda.

If silver is to be packed away for some time, store it in dry flour and when you take it out it will be untarnished.

AN ELABORATE HEADRESS.



This Russian singer is Mmo. Nadieja Plovitzkaya, who made her debut in America recently in New York and who is to sing in several other cities soon.

MODERN MATERIALS.

Never in the history of dress has there been such beautiful washable fabrics for warm weather. For years women have almost entirely ceased wearing wash dresses since they found lightweight silks more practical. This year, however, due to the vogue for pastel colours, women are turning to fabrics which can be washed.

Among the modern materials are printed linens in both all-over and bordered patterns, chiffon voiles, silk and cotton rayons, silk and cotton-mixed crepe de chenes, etc. The printed linens are especially beautiful and range in design from plaids to floral motifs which are so beautifully blended as to colour that they equal the colours used on silks. The chiffon voiles are so fine in texture that they can not be told from chiffon. Washable crepe de chenes are as durable as they are lovely. Chinese damasks are among the newer silks used for sports wear and these also wash well.

Flower prints are extremely popular with smaller motifs more important this season than the cabbage-like effects of last year. The background of printed materials blends with the colouring of the design since startling contrasts are not in good taste this year.

The jumper suit will doubtless be the most popular one of the season. It will be used for street as well as sports wear. A bit newer than this, is the dress with the straight back and bolero front effect. All models of better type seem to adhere to straight-lined effects rather than hem flares. Jumper frocks often combine figured linen, crepe de chene, or damask with plain materials of matching colour as when the blouse portion is figured and the skirt plain.

Bright colours will not be as popular as dull shades such as coral sand, sand yellow, powder blue, Nile green and ashes of rose shades. Dots and plaids figure strongly in sports attire whereas flowered effects are used for more dressy occasions. Sleeves for day wear are invariably long since the tailored effect is required at sleeves and collar to conform with the rest of the frock. Doll-dress effects are decidedly taboo this season.

BEAUTIFUL ACCESSORIES.

The large feather fan and the small hand painted fan remain in fashion's favour. White ostrich feathers are liked best, and the favourable handle is of mother-of-pearl. Shaded feather fans with diamond-studded sticks are carried when shaded gowns are worn. The tiny fan, hand painted with old-world figures, makes a satisfactory finishing touch to a period frock.

Handbags of pearl and crystal are pretty and effective. Evening bags glisten with the precious or semi-precious stones with which they are set. They are always quite pliable and are generally small enough to be folded in the hand. Shaded chain bags are still seen, and many others are made on the chain basis. Cut steel and diamante are successfully allied.

Chenille embroidery appears on silk bags. Old-fashioned ribbon work and crewel work are also used to adorn bags. Tapestry bags are fashionable, and their dim-colourings blend well with the "faded" hues which are so smart just now. Taffeta bags are carried when taffeta frocks are worn. A particularly charming bag of black moire was surmounted by a crystal knob, and had also a crystal fan to assist in the opening.

Small sunshades will be in fashion this year. They are extremely light and frivolous, generally of shaded chiffon. They are not trimmed except by ruchings of the chiffon and the beautiful colour of their linings.

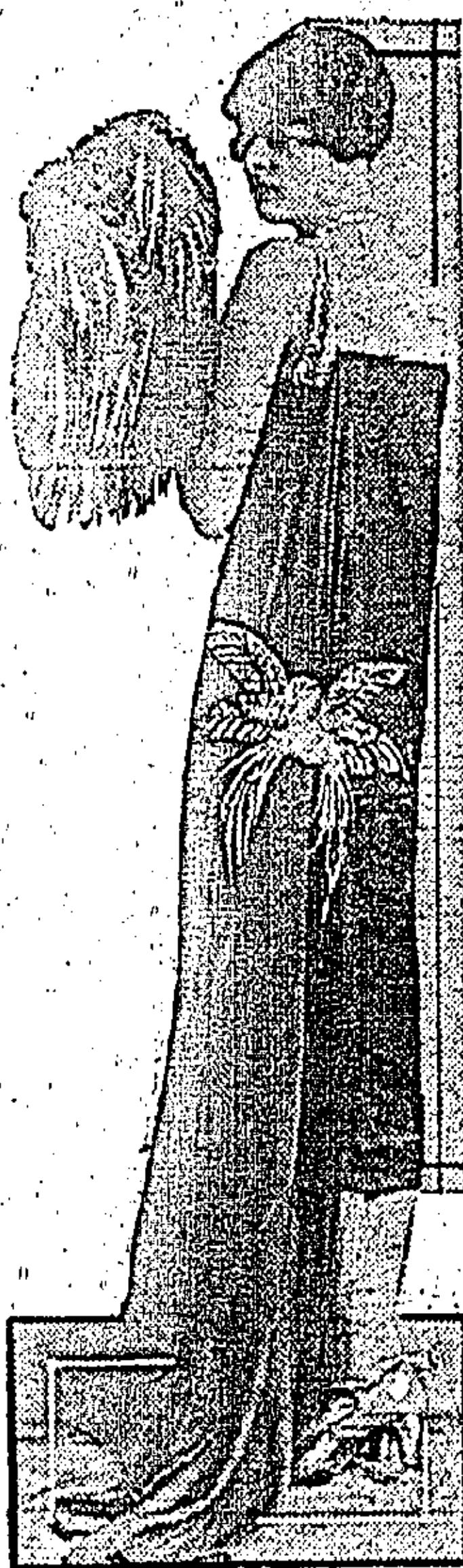
PICTURE HATS.

Picture hats and lounchy frocks will be worn by the English summer girl this year.

The milliners are trying to bring about a drastic change in the fashion for hats, getting away from the small, tightly-fitting styles that have been popular for so long. Models in the show-rooms have wide brims, and they look very attractive. Some have wide, shady brims in front and turn up at the back to make a close shingled fit, with flowers of vivid colours used on the sides and back. Another becoming shape is a large beige crinoline with bright ribbons, a wide brim drooping on all sides. They look practical enough to appeal to girls who are reluctant to discard the small hat.

Warm weather has brought out light and flimsy frocks earlier than usual. Jumper suits remain supreme as the flimsiest of coverings. They are made in georgette or printed chiffon, not in the flower patterns of last year. The bold designs are reminiscent of Egyptian frescoes. Coats and capes worn over those fluttering creations are of stiff taffeta and pleated to give plenty of swirl in movement. For the debutante there are picture frocks of taffeta which are slit in front to show an underskirt of pleated and ruffled organdy muelin. Frocks with frills and long drooping lace ruffles are in black, beige, dark blue satin and crepe de Chine. Lace is being plentifully used in relief.

A SMART GOWN.



Perfect lines distinguish this black gown, gracefully draped at the side and caught by an enormous dragon-fly.

THIS WEEK'S RECIPE.

ALMOND CHOCOLATE.

One-quarter pound of unsweetened chocolate softened over hot water with two teaspoonfuls of water and ¼ pound of powdered sugar and 100 almonds, which have been put through the chopper and cut fine. Roll on a bread board, which has been sprinkled with sugar. Form into a long roll, place in the ice box, and cut in thin slices the next day.

PARISIAN FASHIONS.

In the matter of corsage for day wear, the Parisian prefers leather boutonnières to the silk or cotton flowers of English preference. At present leather asters with shriveled petals painted in Oriental colours and outlined in silver or gilt are considered very smart in Paris. Patent leather flowers in colours with the inside of the petals tinted with opalescent lustre are another novelty. For wear with the sports outfit, varicoloured flowers of felt are considered smart.

While we are wearing purchase coloured hosiery the Parisian wears beige and rose de aïis. Recently there has been an effort to bring sheer white stockings back into vogue, and many well dressed Parisians are wearing them with black shoes.

Skirts are shorter than ever in Paris and there is no sign of them coming downward.

Some of the most attractive wraps in Paris are in reality macintoshes. The English woman wears rubberised silk raincoats in bright or pastel shades which are strictly for rain purposes. The French woman combines the raincoat with the street coat in a garment resembling lustrous satin which completely camouflages its utility purpose. A striking wrap of this type is a rubberized black satin coat with a detachable cape lined throughout in white.

LATEST IN NOSEGAYS.

Nosegays on her slippers—and on almost everything else she wears—is the latest fashion for the smartly dressed woman.

Some of the newest afternoon and evening slippers, in satin, soft kid, or brocade, have bunches of gay flowers on the toes—embroidered, painted, applied in silk, traced in coloured beads or even enamelled.

"In fact, flowers may be worn on every single thing to-day," said the manager of a Regent-street shop to a *Sunday Express* representative recently, "and the change from the smart plain fashions that have held sway for so long is somewhat startling."

Flowers and nosegays are worn in hats, or on the lapel of a coat. They are painted on dainty hosiery and sewn, embroidered, or patterned on almost every kind of a dress, cape, shawl, wrap, or brilliant coloured sunshade.

Gloves have flowers embroidered on turned-back cuffs and gauntlets. Even lingerie is made of filmy flowers-patterned material, or has flowers embroidered on it or tiny bouquets sewn on.

FOR SPORTS WEAR.

Many shops are showing jersey jumpers with silk pleated skirts for sports wear. Velvet jackets with pleated silk skirts are also shown. In both cases, the smartest models match the skirt and jumper or coat in colour.

Large felt sport hats offer a new life to felt in the hat world. Some of the smartest shops which cater to well-dressed women are displaying these large felt shapes with slightly drooping brims and short backs. The trimming is very meagre, being merely belting ribbon extending about the crown matched by a narrower ribbon binding the brim edge.

There is something very smart about the large felt. In fact, trimming may be used which makes the hat dressy rather than of sports type. At a recent wedding in New York a matron wore a large felt of Copenhagen blue with wide drooping side-brim and up-turned rear brim. Two blue wings adorned the up-turned rear brim being held at the centre with a diamond pin. This hat was worn with a gorgeous gown of afternoon type.



Pictured above is Miss Beryl Halley playing at present in a New York musical revue.

FOR BRIDGE PRIZES.

The woman who is handy with the needle can make many inexpensive little prizes for card parties which will be most welcome to the winner. The task of choosing appropriate and inexpensive prizes is the main drawback of party giving. Anything that has a hand-made touch is always appreciated. Thus, we offer a few suggestions.

Many articles may be purchased at a store which, when combined make lovely gifts. First, there are the pastel coloured power puffs which come in flesh, lavender, yellow, rose and white. By adding a two-toned ribbon across the top ending in a bow or ribbon flower at one side one has a pretty puff which can be held by the ribbon strap. These come in two sizes and so one can give both the small and larger size, one for rouge and one for powder.

Another inexpensive prize is the handkerchief puff. A square of bright coloured chiffon or

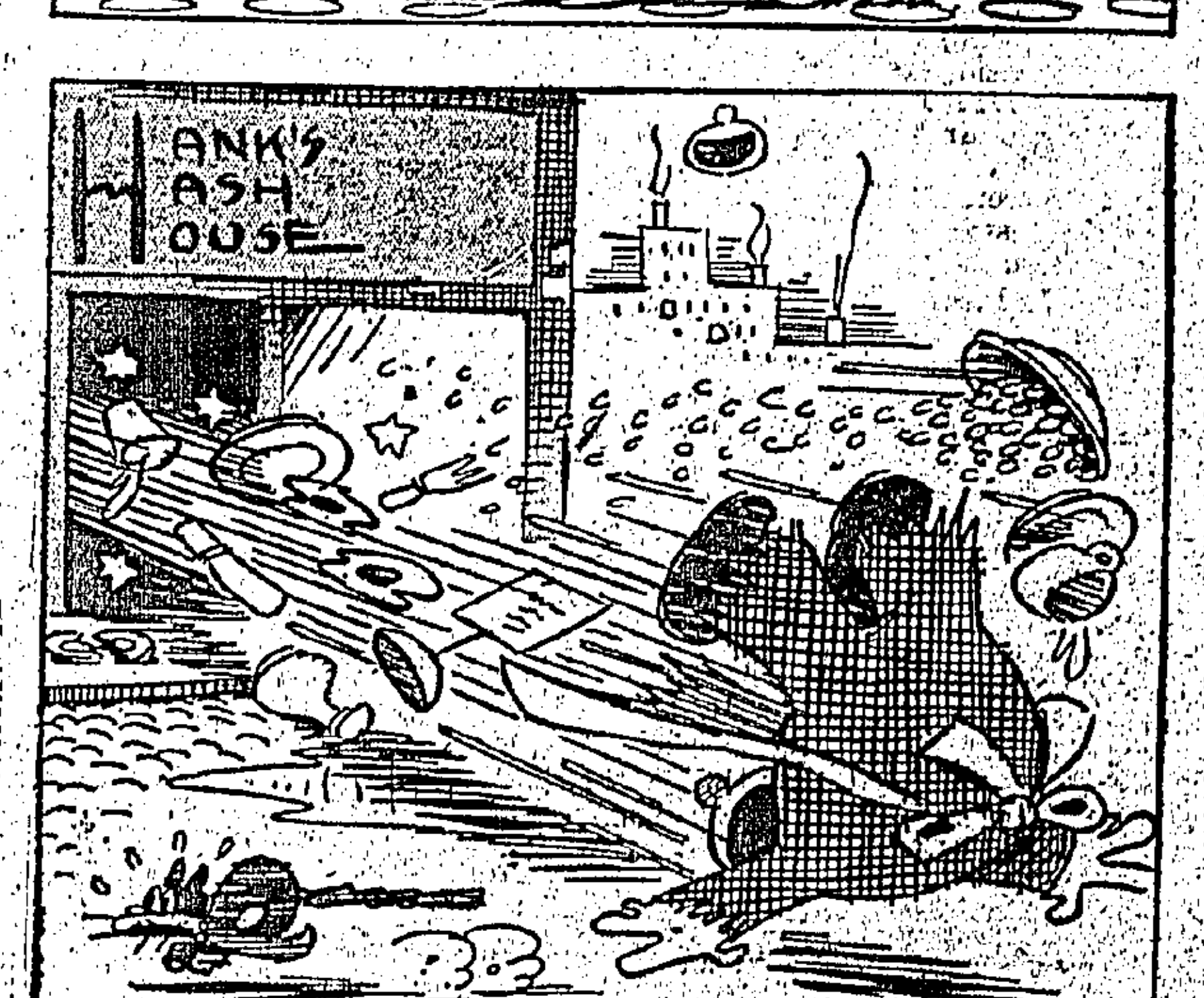
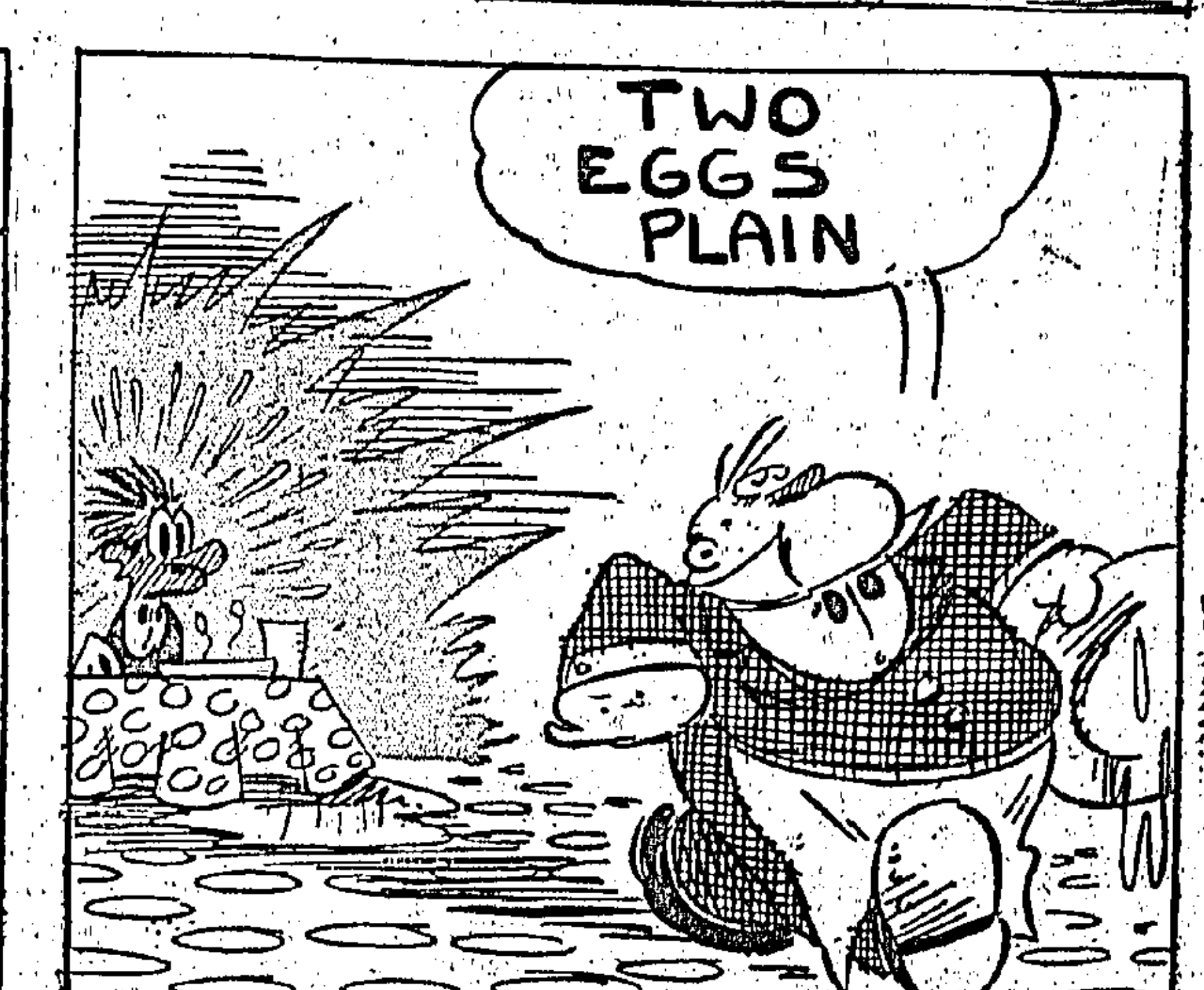
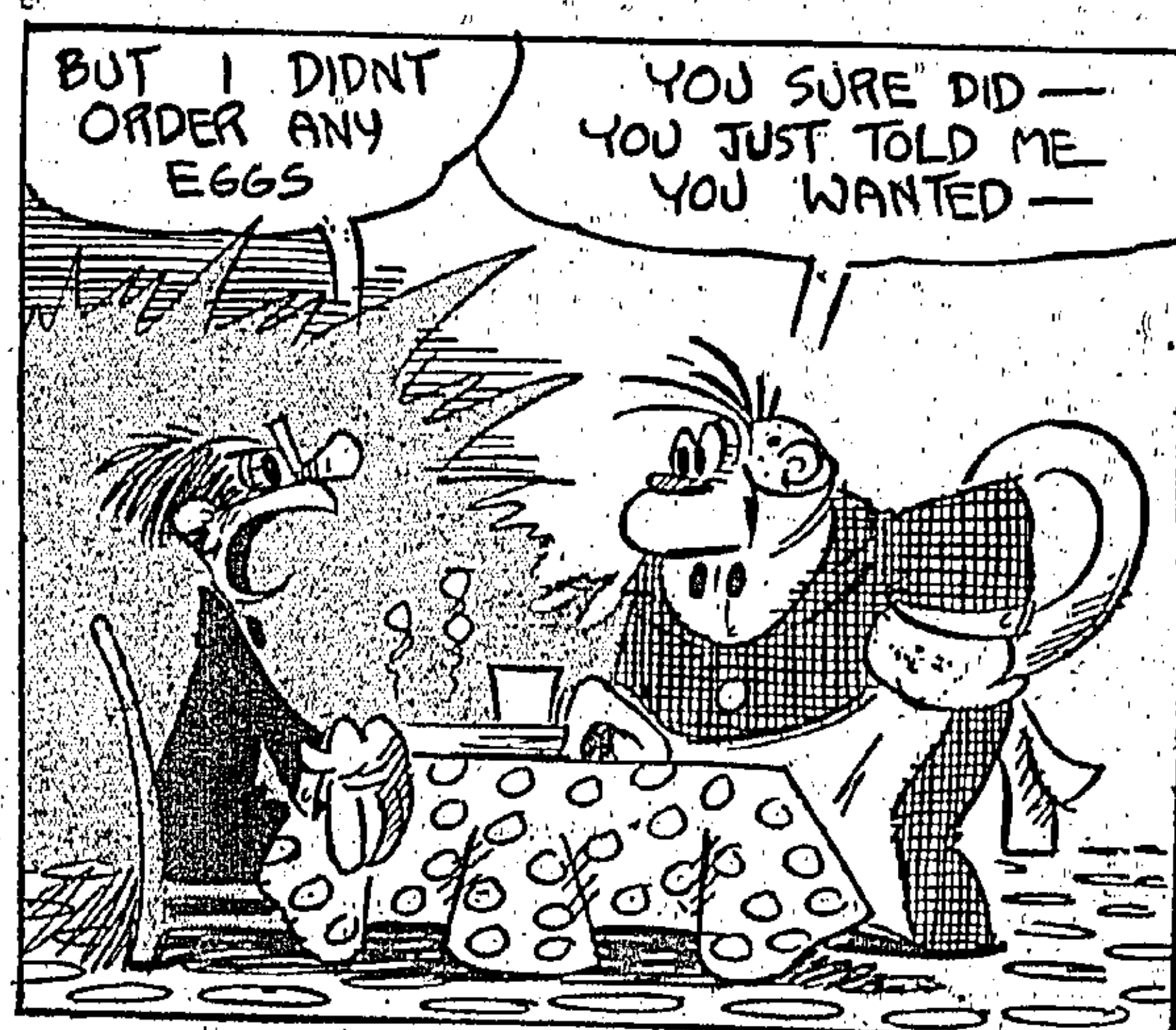
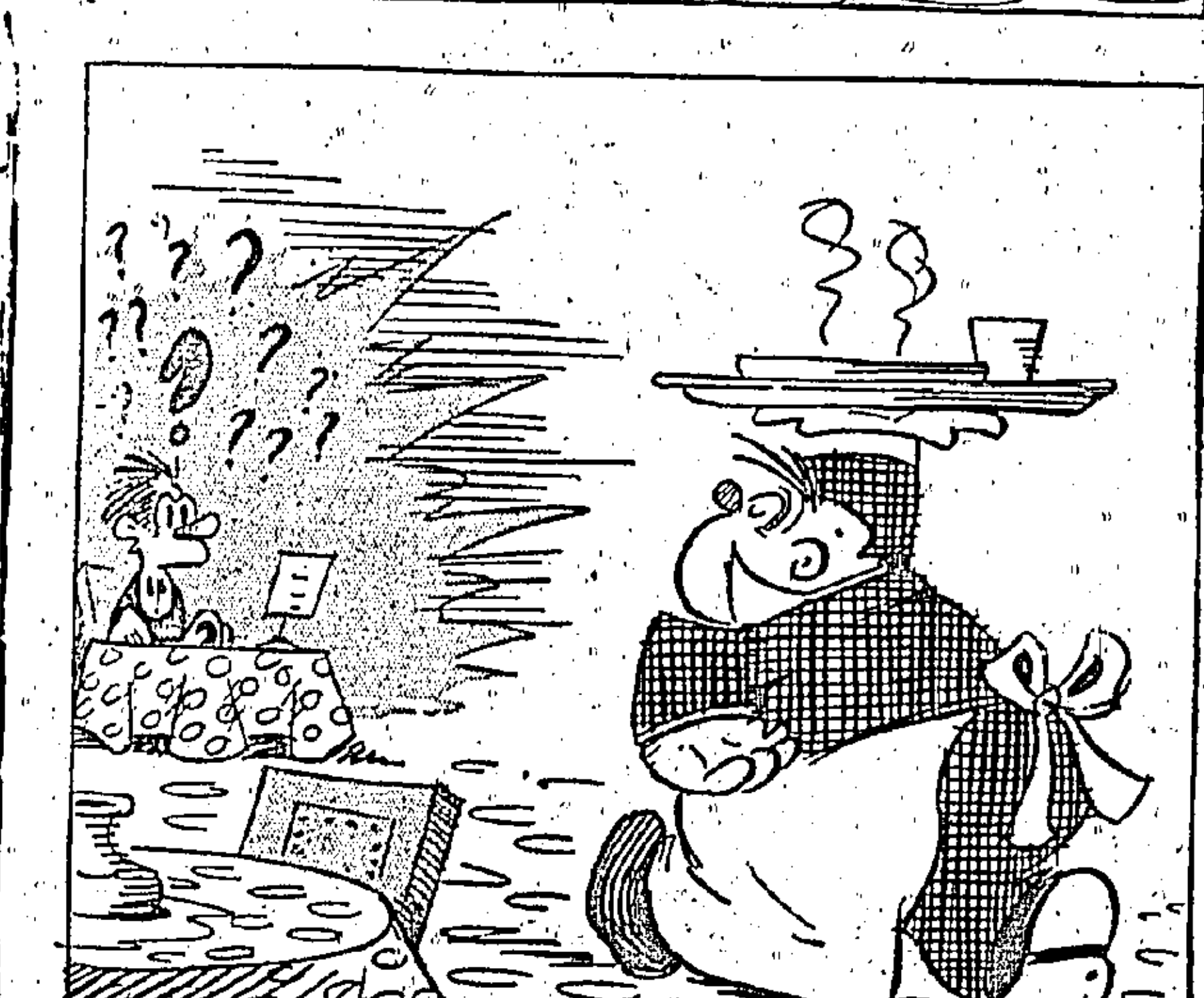
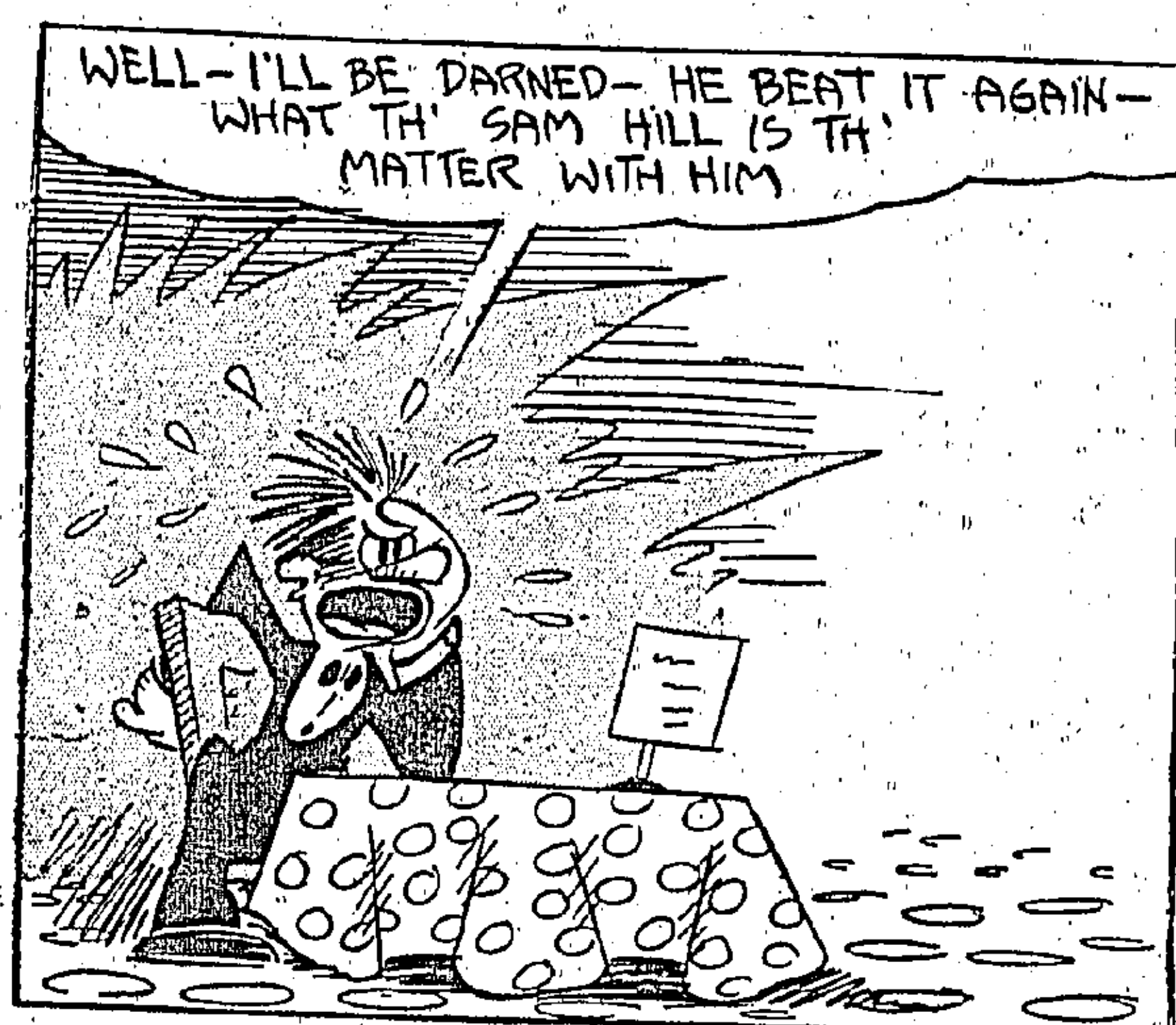
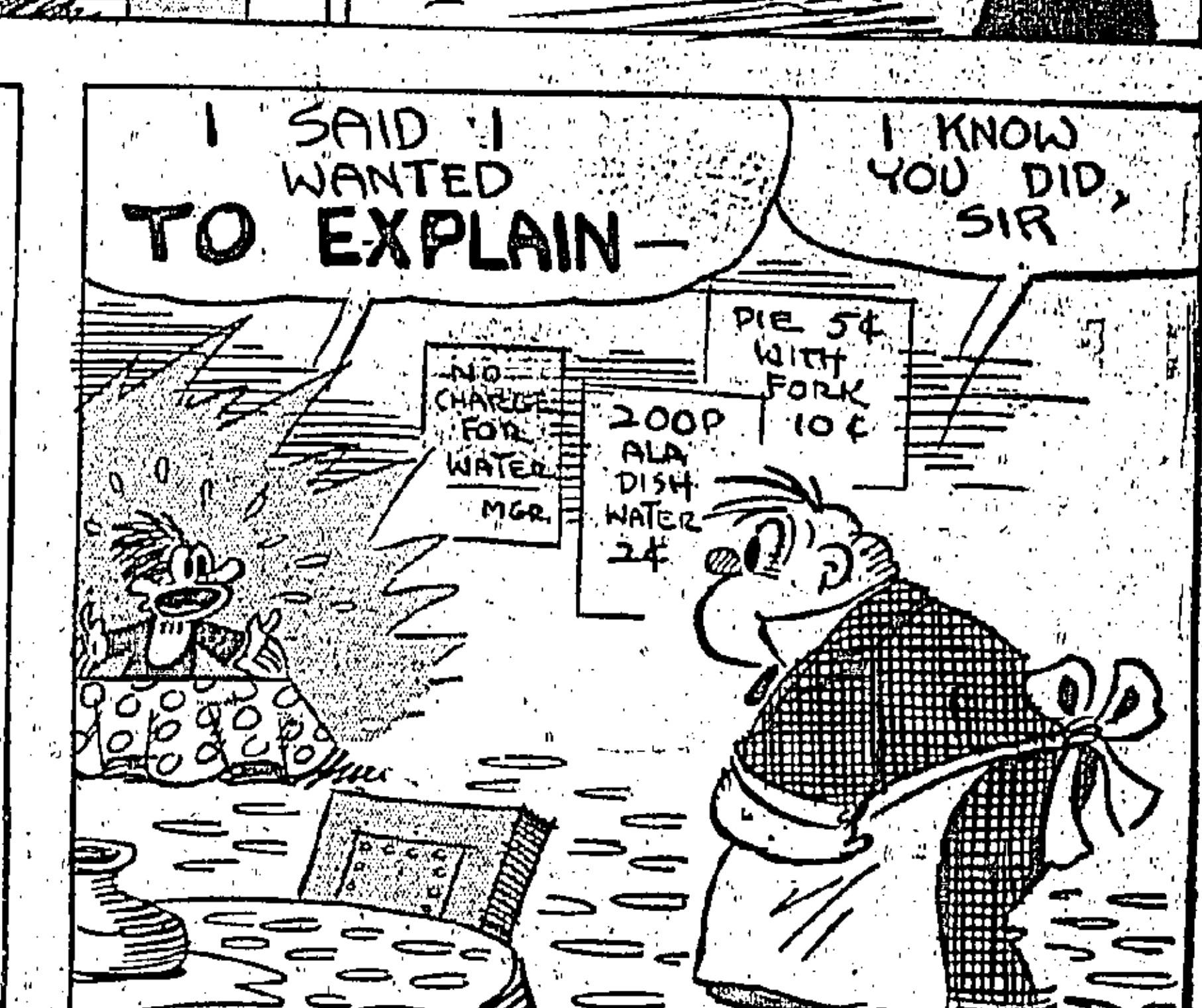
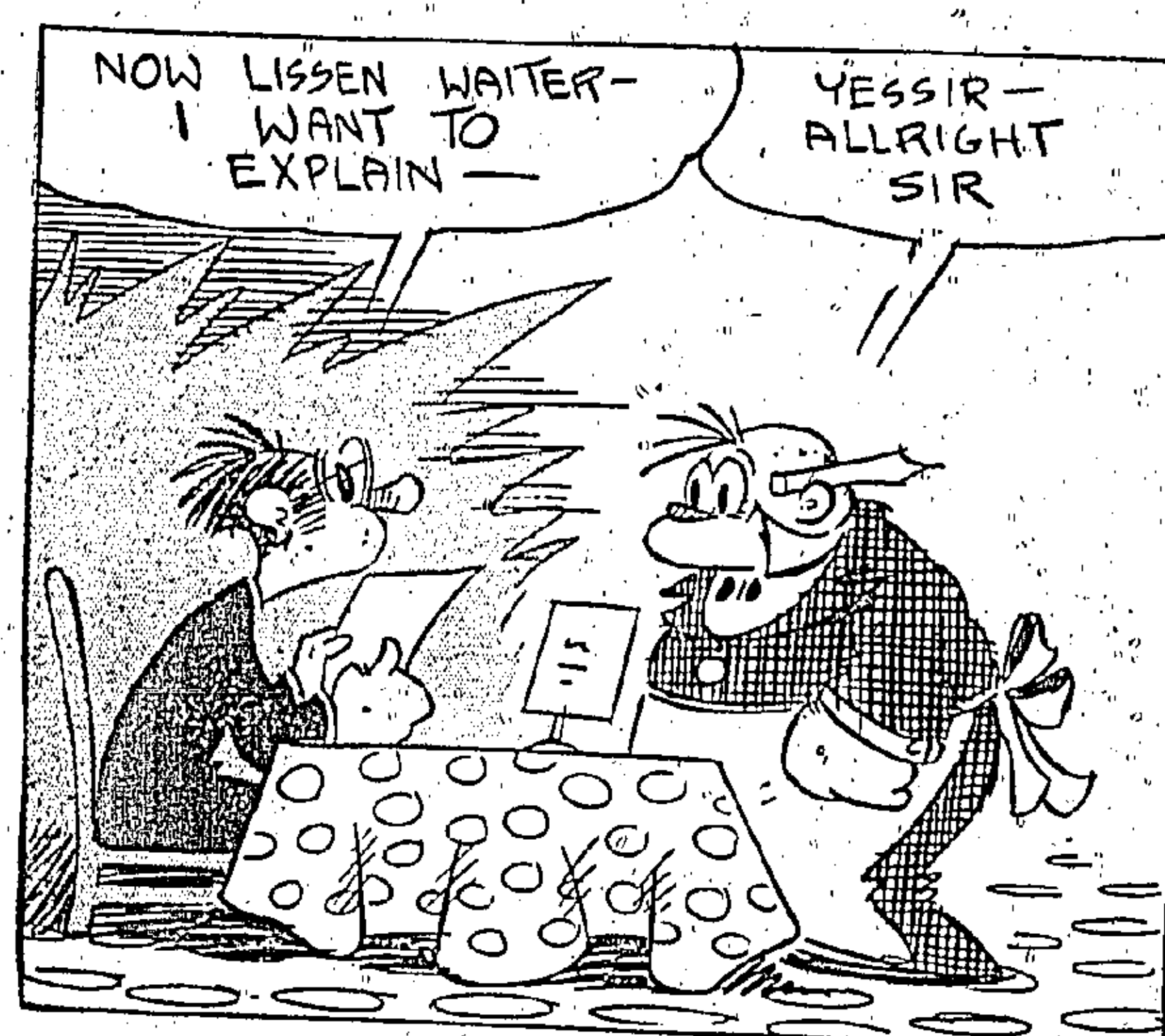
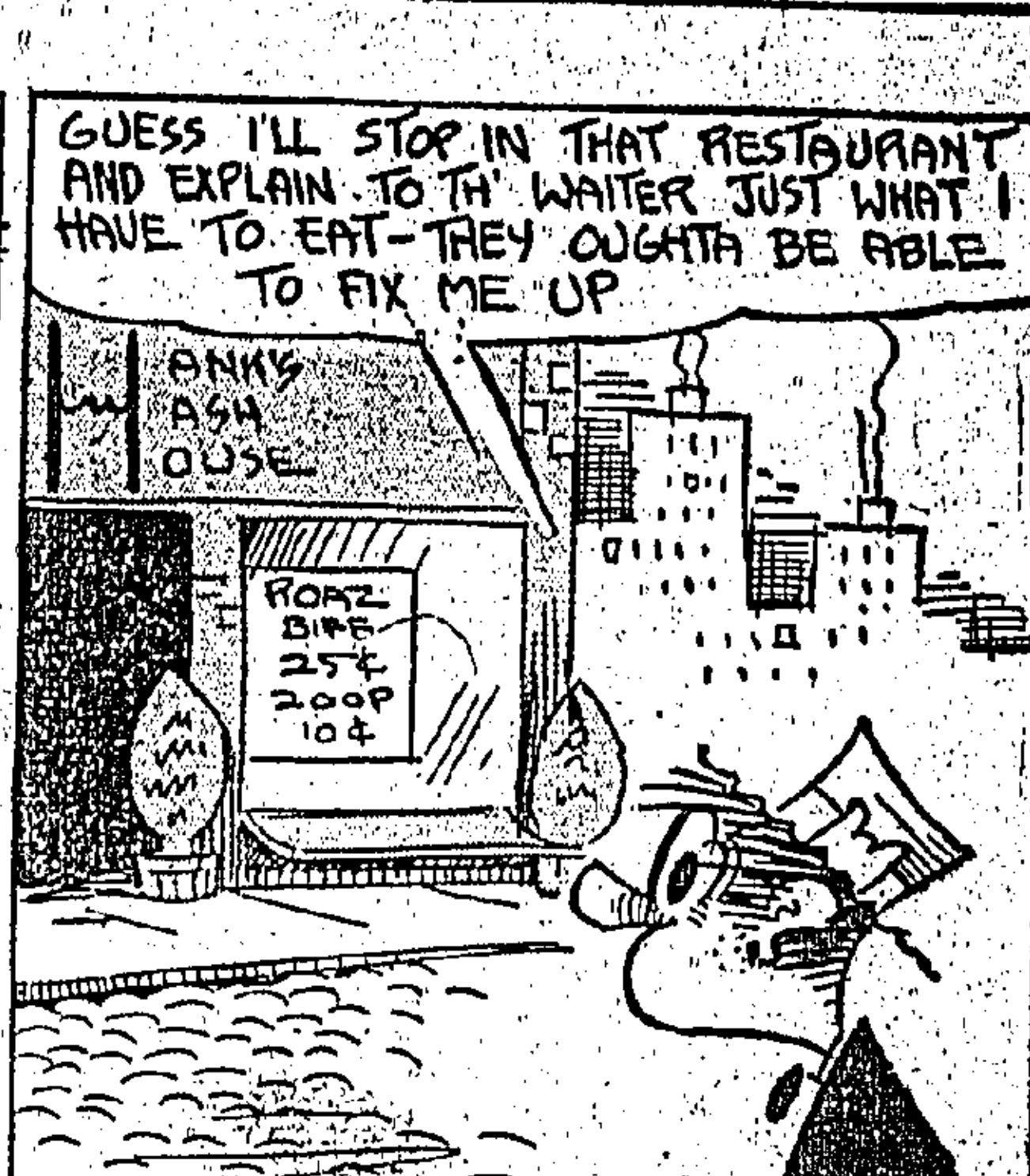
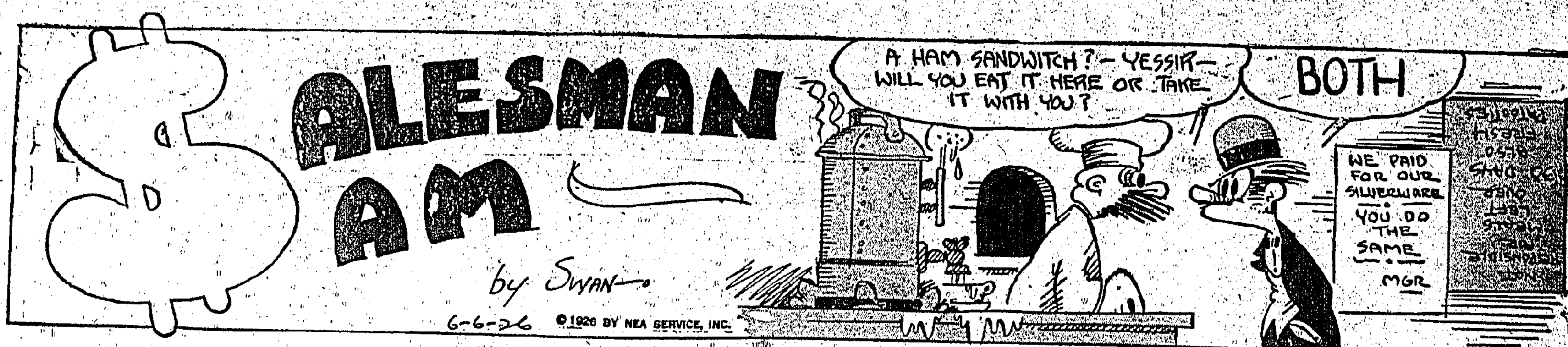
crepe de chene is outlined with gold lace. A round piece of chamois is applied in the centre by means of narrow ribbon. Through this ribbon is run narrow baby ribbon and when the ribbon is drawn one has a little coloured bag lined in chamois and ready for a swansdown puff. The coloured square outlined in gold lace could be given also as a handkerchief although the giving of handkerchiefs is rather over done these days.

Shoe trees make another nice prize of inexpensive type. One merely covers the wire portion with ribbon. Ribbon-covered dress hangers are also quickly made and very acceptable. Six little wash cloths of six different colours worked with a button-hole edge and tied in a dainty package make an inexpensive prize. It is better to give something which everyone uses than to give some expensive article which may not suit everyone's tastes. Small personal household articles with a touch of hand-work are always practical.

THE LATEST IN MILLINERY.



The porous hat with from five to ten inch brims may now be seen in Paris. Designers offer it as their latest.



THE WORLD OF SPORT

SUZANNE LENGLEN WINS.

YESTERDAY'S MISTAKEN ANNOUNCEMENT.

IMPORTANT RESULTS.

Yesterday's announcement that Mlle. Suzanne Lenglen had withdrawn from the Ladies' Singles' Championship was in error owing to the ambiguous wording of the telegram. The match which was due to be played between Mlle. Lenglen and Mrs. Dewhurst was only withdrawn from the day's programme, and it was not Mlle. Lenglen who had withdrawn from the competition.

London, June 25. This postponed match was played to-day, when Suzanne easily defeated Mrs. Dewhurst, 6/2, 6/2. Other results in the Ladies' Singles were:—

Senorita Alvarez beat Miss Holman 6/4, 3/6, 6/2. Mrs. Mallory (America) beat one of the chief British hopes, Miss Joan Fry, 4/6, 6/4, 7/5. Mademoiselle Contostavlos beat Mrs. Jessup 2/6, 6/4, 6/4. Mademoiselle Vlasto (France) beat Miss Colyer 6/4, 7/6.

Duke of York Beaten. The Duke of York, who had entered in the Men's Doubles with Commander Creig, was given a tremendous ovation by the huge crowd. The Duke and his partner lost to Gore and Roper Barrett 6/1, 6/3, 6/2.

Other results in the first round of the Men's Doubles were: Robson and Boyd beat the British Davis Cup players, Godfree and Wheatley 6/4, 6/3, 6/4; Richards and Kinsey (America) beat Mitsu and Sharpe 6/4, 6/5, 6/3.

Mixed Doubles. In the Mixed Doubles, Dekohring and Senorita Alvarez beat Kingsley and Miss Bennett, 6/3, 6/3; Richards and Miss Ryan beat Lamb and Miss Clarke 6/2, 6/4.

Ladies Doubles. There was another American success in the "Ladies Doubles" when, playing in the first round, Mrs. Jessup and Mrs. Mallory beat Mrs. Bruce May and Mrs. Van Praeg 6/3, 6/4.

Men's Singles. One of the chief results of the day was in the Men's Singles, when, in the fourth round, the Yorkshire Champion Gregory beat the Davis Cup player Wheatley, 6/4, 4/6, 6/2, 5/7, 6/1.—*Reuter.*

HONGKONG F. A.

NEW OFFICERS FOR SEASON 1926-7.

The annual general meeting of the Hongkong Football Association was held at Volunteer Headquarters yesterday evening. Mr. G. T. May, the President, was in the chair and members of Council supporting him were Mr. J. McCubbin, Mr. H. McTavish, Mr. McKing and Mr. W. E. Hollands (secretary).

The report and accounts for the year together with interpart account were adopted.

A draft of new rules of the Association were considered, amended and adopted. Officers for the year were then elected as follows:—President, Mr. R. M. Dyer; Vice-Presidents, Mr. G. M. Shaw and the Hon. Dr. R. H. Kotewall; Chairman, Mr. R. Hall; Hon. Secretary, Mr. W. E. Hollands; Hon. Treasurer, Mr. G. T. May; Council, Messrs. H. McTavish, J. Ormiston, A. T. Hamilton, Mok Hing, C. Lawrence and L. Quinn, R. B.

The Chairman proposed that an honorarium of \$200 be granted to the Hon. Secretary, Mr. Hollands for carrying out the duties of secretary and treasurer during the past year. He paid tribute to the services ably rendered by Mr. Hollands. The motion was carried unanimously.

A sum of \$250 was voted to the Hongkong Football Club for loaning their stand to the Association during the year. In proposing this the Chairman said on several occasions the stand had been loaned by the Club and he felt the Association should meet them in the matter of cost.

The annual general meeting of the Hongkong Football League which should have followed was postponed until Friday next.

BOBBY JONES WINS BRITISH OPEN.

BRITISHERS UTTERLY OUTCLASSED.

TENSE STRUGGLE WITH WATROUS.

London, June 25. Bobby Jones, the famous American amateur, won the British Open Golf Championship to-day with an aggregate of 291. He played wonderfully consistent golf throughout the whole tournament, his score of 134 over 72 holes at Sunningdale being some indication of what was to come. On the more difficult St. Anne's course he did the first round in 72, the second in 72, the third in 73 and the fourth in 74.

Jones is the first American amateur to win the British title, and the first to achieve the Anglo-American double, that is to say, to win both the British and the American Open Championships.

It was a most dramatic finish. A big gallery watched a tense struggle between Jones and A. Watrous to the last hole, each leading alternately. Ten thousand spectators grew more and more excited as they watched Jones hold out in fours at the 17th and 18th against five by Watrous, giving him a two-stroke victory. Walter Hagen hung on grimly, but he failed to accomplish the miracle.

Britishers Outclassed.

Though the Americans have won five out of the last six British Open Championships, they have never previously outclassed the home players to such an extent. Abe Mitchell played superbly on the last day but he had no chance of catching the leaders. He had a morning round of 72 and did one better in the afternoon and tied for fifth place with T. Barber. The final placing of the leaders was as follows:

Bobby Jones (America)	291
A. Watrous (America)	293
G. Von Elm (America)	295
Walter Hagen (America)	296
Abe Mitchell (St. Albans)	299
T. Barber (Buxton)	299
McLeod (America)	301
Jurado (Argentina)	303
W. Melhorn (America)	303
V. French (America)	303
J. H. Taylor (Britain)	304
J. Barnes (America)	307
G. Duncan (Wentworth)	308
A. Herd (Moor Park)	308
J. Kirkwood (America)	310

Compton Disqualified.

Archie Compton was disqualified in the course of the morning round for playing a ball which went out of bounds. Watrous, who did a round of 69 in the morning gave a perfect display. He went out in seven fours, a three and a two, and was home in average fours.

Some of the scores in the course of the day were: Jones, 73 and 74; Watrous, 69 and 78; Von Elm, 76 and 72; Hagen, 74 and 76; Mitchell, 72 and 71; Barber, 78 and 71; McLeod, 76 and 79.—*Reuter.*

EASY FOR MIDDLESEX.

SCORE FREELY AT BATH.

London, June 25. Although Middlesex battled in their second innings and scored 259 (for five wickets) as events afterwards showed it was quite unnecessary for Somerset in both appearances at the wicket failed to pass the Middlesex first innings total of 345, and they were defeated by 275 runs.

The scores were: Middlesex: 345 and 259 (for 5 wks. dec.). Somerset: 145 and 184.

Hearne hit 74 in good style and H. Kidd contributed 59 before his wicket fell. Hearne followed up his batting performance by taking five Somerset wickets in their first innings for 43 runs.

When Middlesex went in a second time, H. W. Lee scored 100 not out, the Hon. C. N. Bruce garnered 61, and Pat Hendren hit 60.—*Reuter.*

COUNTY CRICKET.

BRILLIANT PLAY ON TEST EVE.

PARTNERSHIP RECORDS GONE.

London, June 25. J. B. Hobbs and A. Sandham, the Surrey first wicket pair, defied the Oxford University bowling until 428 showed on the board, and provided the feature of the last three days' cricket. It is a record first wicket partnership for Surrey, the previous best being that of Abol (R) and Brookwell (W) who scored 379 against Hampshire in 1897, it is also the highest ever scored at the Kennington Oval. The score is the third best in all first-class cricket, and the second best in England. The only score exceeding it in England was made as long ago as 1895 when Brown (J. T.) and Tunnicliffe (J.) of the Yorkshire pair, made 554 against Derbyshire.

The Test Match players have been in excellent form the outstanding performances being as follows:

Hobbs (Surrey)	261
Sandham (Surrey)	183
Woolley (Kent)	114
C. H. Taylor (Oxford)	105
H. W. Lee (Middlesex)	100
Hearne (Middlesex)	74
Hendren (Middlesex)	61
Hendren (Middlesex)	61

Geary (Leicester) 9 for 33. Hearne (Middlesex) 5 for 43.—*Reuter.*

BATTING SUPERB.

RECORD-BREAKING PARTNERSHIP.

London, June 25. Overcoming the Oxford University bowling completely Hobbs and Sandham beat all records for a first-wicket partnership on the Kennington Oval ground, and Hobbs was within five runs of the highest score of his wonderful career when he was defeated. Although their bowling failed them, the Varsity batsmen rose to the occasion and played out time to a draw.

The scores were: Oxford University: 278 and 212 (for 4 wickets). Surrey: 605 (for three wickets dec.).

Oxford batted first and C. H. Taylor, the old Westminster boy, hit 105 before falling, and Newman contributed 66. Peach bowled splendidly throughout taking six wickets at a cost of 84 runs.

Hobbs and Sandham opened the Surrey innings, and 428 were on the board before the later's wickets fell. Hobbs went on to make 261. The pair soon settled down and gave a brilliant display. G. P. Hender called the innings closed when Hobbs was defeated.

Going in again the University played out time Fawcus and E. R. T. Holmes being the principal seprers in a total of 212. The former hit 70 in good style and Holmes succumbed with his score standing at 55.—*Reuter.*

GEARY IN FORM.

FOURTEEN WICKETS FOR 98.

London, June 25. The superb bowling of Geary had much to do with Leicester's somewhat unexpected victory over Lancashire. Leicester had the satisfaction of gaining a lead on the first innings of 91. Major Powke was responsible for clever captaincy in declaring when the Leicester score was only 125 in their second innings, but his confidence was justified for Geary went through the ranks of the Lancashire men and took nine wickets.

Geary has been in wonderful form recently. He took fourteen wickets against Worcester.

The scores were: Leicester: 224 and 125 (for 7 wickets dec.). Lancashire: 133 and 72.

Astill, the Leicester all-rounder, hit 87 in the first innings, and Macdonald took five for 83 runs. Macdonald also took six of the seven second innings wickets, and these he secured for 62 runs.

Geary took 5 for 65 in the Lancashire first innings, and 9 for 33 in their second. Leicester winning by 144 runs.—*Reuter.*

LEARNING GOLF.

HELPFUL HINTS BY FAMOUS PLAYERS.

THE FAVOURITE CLUB.

John G. Anderson suggests that the masher is the favourite club of nearly all professionals in the course of the following Article, which we publish by special arrangement with the *Golfer's Magazine*, Chicago. Laurie Ayton adds a word about the use and care of clubs. **THE MASHER IS FAVOURITE.**

By J. G. Anderson.

It seems pertinent to say that good players need not load down their bags with extra clubs whose grips never see the light of day.

Now the reason is not in the extra flight of the ball, which distance, it is true, has been of exceeding yardage the past few years. Much comes in the power of the club whose beautiful balance gives an extra 10 yards or more. If you will look over the precious clubs of star players you will find that their mashies are the best liked of all the clubs in the bag. Large-bladed mashies most of them and finely tuned to the stiff shaft.

Without a masher of parts I doubt very much if the present-day amateurs or pros would be able to beat par.

It doesn't seem so very long ago when we figured on the use of the masher from a distance of not over 125 yards.

Nowadays it is the exception when a first-class player does not look for that club when he has a shot up to 175 yards to make. A brassie plus a masher gives all the way up to 430 yards.

CARE OF CLUBS.

By Laurie Ayton.

The only right way to play the irons is to take turf on every shot in which they are used. Doing this gives a player more control over the ball and increases the steadiness of his play. It also helps to get a back-swing on the ball when a club of the masher type is used.

In playing from hard ground hit the ball and hit it clean, without taking turf before the shot. Hitting hard ground with the club before the ball is struck will spoil the direction of the shot by turning the shaft in the player's hands and will rob the impact of the firmness and pep which it should have.

After playing, it is a good practice to wipe the clubs free of any moisture which might cause them to warp. The shafts should be lightly oiled every week or so. Any fraying of the grip or binding threads should be tended to immediately by an expert.

The best way to keep the clubs when not in use is to place them across a table, being sure the shafts are lying flat, with the heads over the edge of the table.

(The eighteenth article of this series, to be published on Monday, will be by Walter Hagen.)

ESSEX GET POINTS.

V. W. C. JUPP HITS SEVENTY-SEVEN.

London, June 25. Even batting, Russell, Captain Nicholas and Morris being the principal scorers, was the determining factor in Essex's first innings lead over Northamptonshire. The lead of 129 had assumed lesser proportions when Essex batted a second time, but though their wickets fell quickly, time prevented completion.

The scores were: Essex: 351 and 147 (for 9 wickets). Northants: 222.

Capt. F. W. Nicholas and Russell set the Essex team on the way to a high score, with 59 and 75 respectively, and H. M. Morris backed them up splendidly with a not out innings of fifty.

H. F. Bagnall and V. W. C. Jupp between them made 150 of the Northampton total of 222. Bagnall lost his wicket with his score standing at 73, and Jupp was defeated very shortly afterwards when he had scored 77.—*Reuter.*

PARKER DOES "HAT-TRICK."

GLOUCESTER AVOIDS DEFEAT.

London, June 25. The weather robbed Yorkshire of victory at Hull, but they gained first innings points in a low-scoring match. The feature of the game was the hat-trick of Parker, Gloucester's crack bowler, who

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Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 27th May, 1926.

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Authorized Capital £10,000,000
Paid-up Capital £5,000,000
Reserve Fund (1925) £1,200,000

BRANCHES AND AGENCIES:—

Batavia	Bombay	Calcutta	Canton	Colon	Hankow	Harbin	Hongkong	IOLO	JOHORE	KOBE	KUALA	LUMPUK	MANILA	MALACCA	PORT	RAJAHMUNDRAM	SINGAPORE	SOURABAYA	SUNGAI PATANI	TIENTSIN	TOKYO	TSINGTAO	YOKOHAMA
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HONGKONG BRANCHES:

Every description of Banking and Exchange Business transacted. Interest allowed on Current Accounts to 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be quoted on application.

C. L. C. SANDER, Manager.

Queen's Road, Central, Hongkong, April 17th, 1926.

WELL PLAYED ASHDOWN!

ANOTHER BIG KENT SCORE.

London, June 25. Ashdown, the young Kent professional, made the second century of his first-class career against Warwick at Birmingham earlier this week, and he followed this up by making another against Nottinghamshire at Nottingham, and played a good part in the triumph of his county by an innings and 103 runs.

Against Warwick he made 104, and against Notts he hit 137, the highest score of his life.

Frank Woolley, Hardinge, and A. P. F. Chapman were also in scoring mood. Notts failed to reach two hundred in either innings, the scores being as follows:

Kent: 400.
Notts: 145 and 152.

Ashdown hit 137, Woolley also made a century (114), Hardinge batted for 75, and the amateur hit freely for 51. Throughout this big hitting Barratt bowled exceedingly well, and he came out with the very creditable figures of six wickets for 92 runs.

No Notts batsman put up any resistance to the Kent attack, and following on, the second innings was almost a repetition of the first.—*Reuter.*

took five wickets for 50 runs in the course of the Yorkshire first innings.

Although the Champions gained a lead of but 41 on the first innings, the Gloucester eleven had lost five wickets in their second innings when stumps were down and had scored only 50. The complete scores were as follows:

Gloucester: 157 and 59 (for 5 wickets).

Yorkshire: 198.

No player reached the half-century in the Gloucester innings, and the only player to do so in the course of the game was Oldroyd, who contributed 59 to the Tykes' total.—*Reuter.*

BANKS.

THE P. & O. BANKING CORPORATION LTD.

(Incorporated in England 1872.)

THE ALHABAD BANK, LTD.

INDIA.

Authorized Capital £5,000,000
Subscribed and Paid Up £1,844,100
Reserve Fund £1,100,000

HEAD OFFICE:—
125, Leadenhall Street, London, E. C.

WEST LONDON BRANCH:—
14-16, Godeal Street, London, S. W. 1.

BRANCHES:—Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton, and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its branches, has Agencies in all the principal towns of the world.

L. E. BOPKINS, Manager.

22, Des Voeux Road, Central, Hongkong.

INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank of New York.)

Capital, Surplus, and Undivided Profits U. S. \$14,000,000

HEAD OFFICE:

60, Wall Street, New York.

LONDON OFFICE:

35, Bishopsgate, E. C.

BRANCHES:

Hongkong	London	Manila	San Francisco	Shanghai	Tientsin	Yokohama
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Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of Branches of the National City Bank of New York in the principal countries of South America and in the West Indies.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE: HONGKONG.

10, Des Voeux Road, Central, Hongkong.

Authorized Capital £10,000,000
Paid-up Capital £5,000,000
Reserve Fund (1925) £1,200,000

BRANCHES AND AGENCIES:—

Batavia	Bombay	Calcutta	Canton	Colon	Hankow	Harbin	Hongkong	IOLO	JOHORE	KOBE	KUALA	LUMPUK	MANILA	MALACCA	PORT	RAJAHMUNDRAM	SINGAPORE	SOURABAYA	SUNGAI PATANI	TIENTSIN	TOKYO	TSINGTAO	YOKOHAMA
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Correspondents in all principal cities of the world.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

SAFE DEPOSIT BOXES to let.

KAN TONG FO, Chief Manager.

Hongkong, 22nd May, 1926.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society) BANK.

Established 1824.

Hongkong Branch established 1900.

Authorized Capital Guilders 150,000,000
(£12,500,000)

Paid-up Capital Guilders 80,000,000
(£6,400,000)

Reserve Fund Guilders 20,556,201
(£1,644,496)

Special Reserves Guilders £1,711,405
(£1,711,405)

(£1,858,839)

HEAD OFFICE:—AMSTERDAM.

Eastern HEAD OFFICE:—BATAVIA.

BRANCHES:—Bandjermasin, Batavia, Bencoolen, Bontoe, Djember, Djokjarta, Koe, The Hague, Koe, Radia, Macassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaja, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. C. MAASSEN, Acting Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1855.)

Paid-up Capital £2,000,000

Reserve Fund £4,000,000

Reserve Liability of Proprietors £3,000,000

Foreign Exchange and General Banking business transacted.

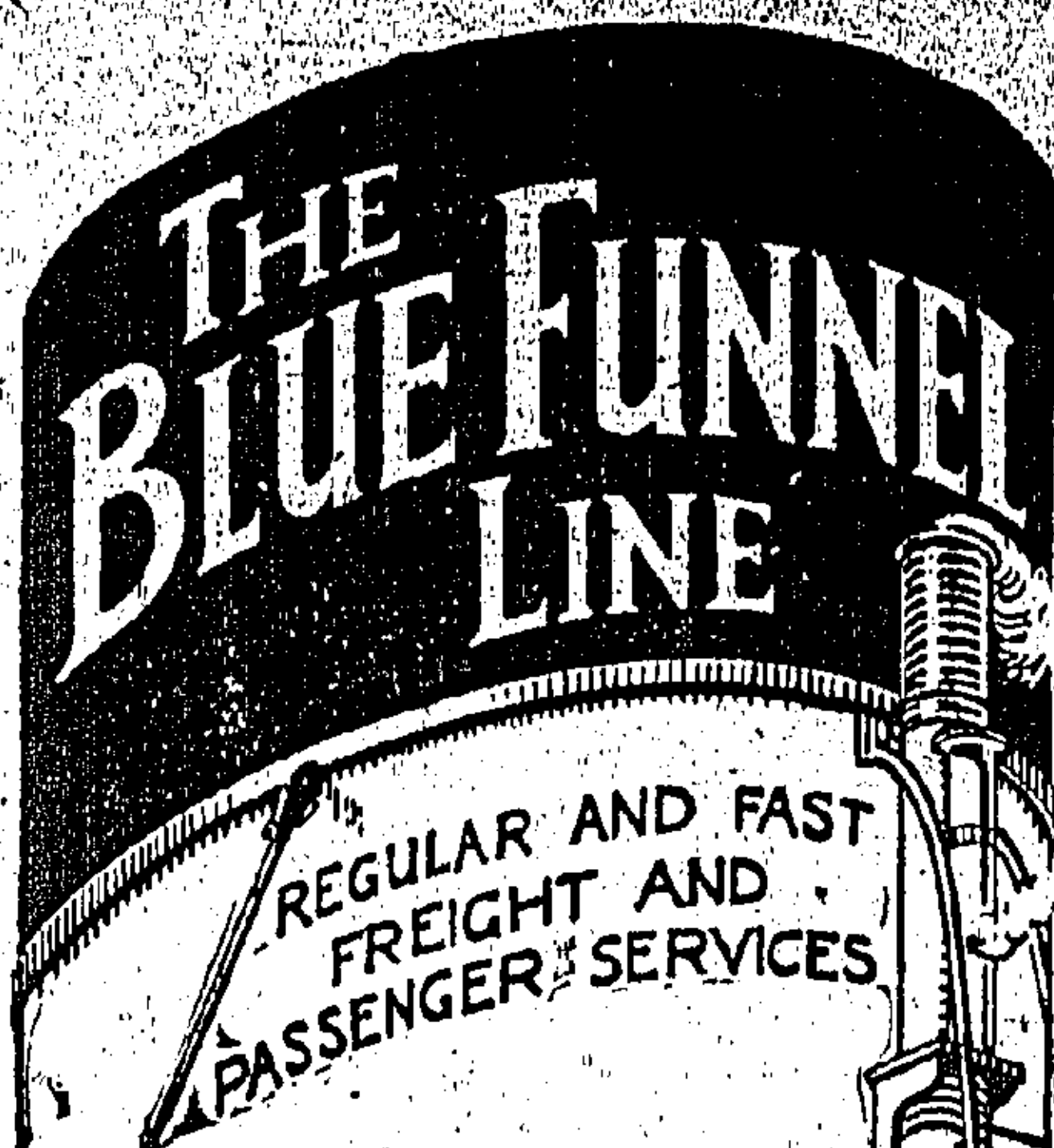
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. L. FERGUSON, Manager.

THE BANK OF CANTON LTD.

HEAD OFFICE: HONGKONG.

Established 1912.</



REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"EUMAEUS" 28th June. Marseilles, London, R'dam & H'burg
"PHEMIUS" 6th July. Marseilles, London, R'dam & H'burg
"DARDANUS" 13th July. Marseilles, London, R'dam & H'burg
"HECTOR" 20th July. Marseilles, London, R'dam & H'burg
(Calls at Casablanca.)

LIVERPOOL SERVICE

"BELLEROPHON" 1st July. Genoa, M'los, Havre, L'pool & G'gow
"PHEMIUS" 20th July. Genoa, Havre, Liverpool & Glasgow
"DARDANUS" 27th Aug. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via Kobe & Yokohama.
"PHILOCTETES" 15th July. Victoria, Vancouver & Seattle.
"TYNDAROS" 7th Aug. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"LAOMEDON" 16th July. New York, Boston & Baltimore
"DOLUS" 27th Aug. New York, Boston & Baltimore

PASSENGER SERVICE

"HECTOR" 28th July. Singapore, Marseilles & London.
"BELLEROPHON" 6th Sept. Singapore, Marseilles & London.
"PHEMIUS" 13th Oct. Singapore, Marseilles & London.
"DARDANUS" 20th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to:-

Butterfield & Swire.

Agents.

AMERICAN ORIENTAL MAIL LINE



SEATTLE & VICTORIA via SHANGHAI-KOBE-YOKOHAMA

S.S. "PRESIDENT JEFFERSON" July 3rd, 5.00 p.m.
S.S. "PRESIDENT GRANT" July 15th, 5.00 p.m.
S.S. "PRESIDENT MADISON" July 27th, 5.00 p.m.

EUROPE £120-£112

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice or Trans-Continental Railway. Any Line on the Atlantic. Through accommodation and Booking Arranged.

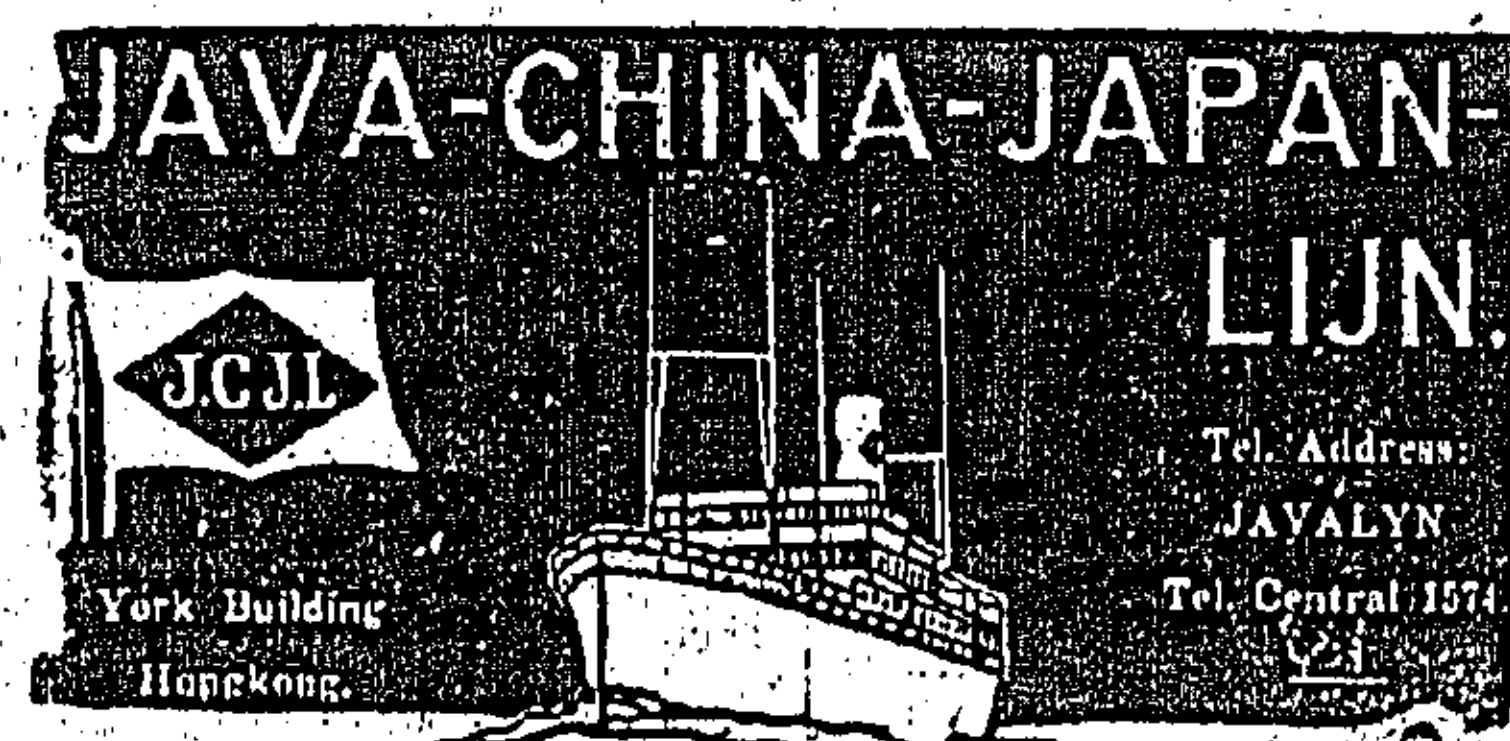
FOR MANILA

S.S. "PRESIDENT GRANT" July 7th, 5.00 p.m.
S.S. "PRESIDENT MADISON" July 19th, 5.00 p.m.
S.S. "PRESIDENT JACKSON" 31st July, 5.00 p.m.

ADMIRAL ORIENTAL LINE

Managing Operators for United States Shipping Board.

Telephone Central 2477, 2478 and 705. No. 4 Des Voeux Road. Hongkong and Shanghai Bank Building, Ground Floor.



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikarang	Java	27th June	30th June	Shanghai
Tjikombang	Shanghai	28th June	1st July	Batavia
Tjikidul	Java	6th July	9th July	Amoy, Shanghai
Tjikaroea	Batavia	11th July	15th July	Shanghai
Tjikarang	Shanghai	12th July	15th July	Batavia
Tjikmanock	Java	20th July	23rd July	Amoy, Shanghai
Tjikaroea	Shanghai	26th July	29th July	Batavia
Tjikidul	Daly	4 August	8 August	Soerabaya

*Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver

LARGEST & FASTEST STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI & JAPAN PORTS.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Van'v
EMPRESS OF CANADA	July 9	July 12	July 14	July 17	July 26
EMPRESS OF RUSSIA	July 22	July 25	July 28	July 31	Aug. 9
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

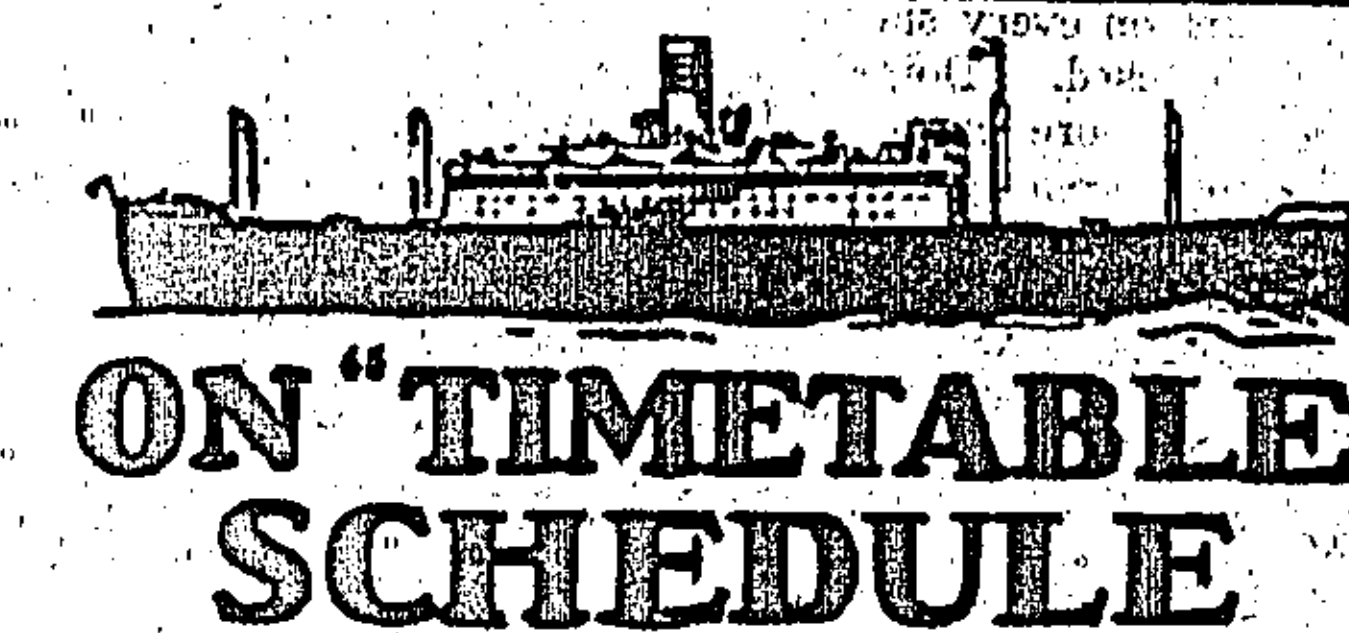
HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
June 30	July 2	E/CANADA	July 8
July 14	July 16	E/RUSSIA	July 17
Aug. 11	Aug. 13	E/ASIA	Aug. 14

Passenger Department:
Freight and Express:

Tel. C. 752
Tel. C. 42

Cables: "GACANPAC"
Cables: "NAUTILUS"



Dollar "President" liners are the first in history to maintain "timetable" schedules for worldwide ocean traffic, comparable to railway schedules ashore. This dependable service enables you to perfect definite travel plans, to count surely on making rail and steamship connections.

Dollar liners in trans-Pacific service offer two sailings each month, reaching San Francisco via Shanghai, Kobe, Yokohama and Honolulu. Dollar liners afford four sailings each month to Manila; thence to Singapore and beyond, round-the-world, on fortnightly schedule.

All outside-staterooms are big factors in Dollar Line popularity. Suites de luxe are such as you would expect on ships that maintain the famous Dollar Line cuisine. Decks and social halls are spacious. You will enjoy travel on these clean oil-burning liners.

TO EUROPE AND NEW YORK

VIA MANILA-STRAITS-COLOMBO-SUEZ-PORT SAID
ALEXANDRIA-NAPLES-GENOA-MARSEILLES

Thence to BOSTON AND NEW YORK

Fortnightly Sailings

Pres. Monroe July 6-8.00 a.m.
Pres. Harrison July 20-8.00 a.m.
Pres. Van Buren Aug. 3-8.00 a.m.

TRANS-PACIFIC SERVICE

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI, KOBE AND YOKOHAMA

Fortnightly Sailings

Pres. Pierce July 4-12 noon
Pres. Taft July 18-12 noon
Pres. Wilson Aug. 1-12 noon

TO MANILA

Pres. Monroe July 6-8.00 a.m.
Pres. Taft July 9-8.00 p.m.
Pres. Harrison July 20-8.00 a.m.

For passenger and freight rates, apply to

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR,
Telephone: Central 2477, 2478 and 705.

Dollar Steamship Line

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong, places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

Electrical Engineers,

Tel. Central 358.

Hongkong.

CONSIGNEE NOTICES.

OCEAN STEAM SHIP

COMPANY, LTD.

and

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's steamer,

"DEUCALION"

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 25th June.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted, after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd July will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 16th July or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

25th June, 1926.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship

"ANDRE LEBON"

having arrived, the Consignees of Cargo are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6.00 a.m. To-

CONSIGNEE NOTICES.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship

"YALOU"

From DUNKERQUE, ANTWERP, MIDDLESBROUGH, LONDON &c. In connection with above, Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 12 noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday the 28th instant, at noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the Wednesday the 30th June, 1926, or they will not be recognized.

All damaged packages will be examined on Saturday the 26th instant, at 10.00 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE

Agent.

Hongkong, 20th June, 1926.

day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday the 28th instant, at noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the Thursday the 1st July, 1926, or they will not be recognized.

All damaged packages will be examined on Monday the 28th instant, at 10.00 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Hongkong, 22nd July, 1926.

J. LIMAGE

Agent.

Hongkong, 20th June, 1926.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

-DRY DOCK-

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

-THREE SLIPWAYS-

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA-WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS-"TAIKOODOCK" HONGKONG. BUTTERFIELD & SWIRE, Agents

TELEPHONE No. 212.

CALL FLAG: "C" OVER "ANS. PENNANT."

HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

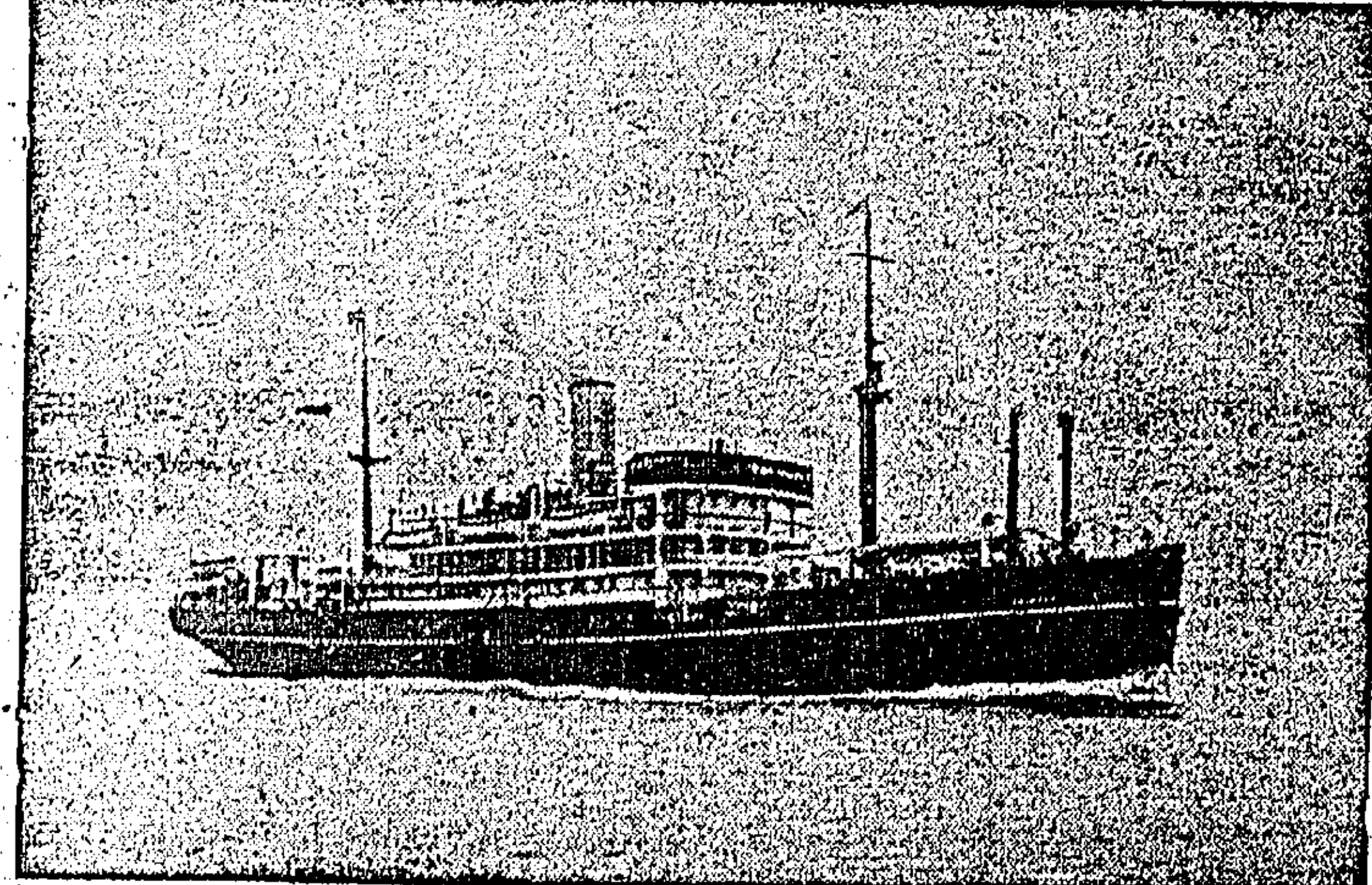
TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

Brass Founders, Forge Masters, Electricians.



S. S. "TAIPING"

Passenger and Cargo Vessel. Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co. Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. for Australian-Hongkong Service.

Please address enquiries to the Chief Manager:-

R. M. DYER, B. SC., M.N.A., Kowloon Dock Hongkong.

& O-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
MANTUA	10,902	26 June noon	Marseilles & London
JEPPORE	8,318	5th July	S'pore, P'ang O'bo & B'bay
KARMALE	9,128	10th July	M'les, London Antwerp & Hull
PADUA	5,907	15th July	Marseilles Rotterdam London & Antwerp
KASHMIR	8,985	22nd July	S'pore, P'ang O'bo & B'bay
RANPURA	16,585	24th July	Marseilles & London
DELTA	8,097	7th Aug.	M'les, London & Antwerp
MACEDONIA	11,039	21st Aug.	Marseilles & London
KALYAN	9,144	4th Sept.	M'les, London & Antwerp
MALWA	10,941	18th Sept.	Marseilles & London
KASHGAR	9,005	2nd Oct.	Marseilles London & Antwerp
MOREA	10,918	16th Oct.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraeus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

SANTHA	7,764	7th July	S'pore, Penang & Calcutta
TLAWA	10,006	12th July	S'pore, Penang & Calcutta
TALAMBA	8,018	19th July	S'pore, Penang & Calcutta
SHIRALA	7,641	3rd Aug.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*ARAFURA	6,000	30th June	Manila, Sandakan, Thurs.
TANDA	6,956	27th Aug.	Island, Townsville, B'bane.
ST. ALBANS	4,500	1st Oct.	S'pore and Melbourne.

*Calls at Kolambagan.
The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports on route as inducement to sailing.
Frequent connections from Australia with the following:
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALAMBA	8,018	30 June 6 a.m.	Amoy Kobe & Yokohama
RANPURA	16,585	8th July	Shanghai Only
DELTA	8,097	9th July	S'hai Moji Kobe & Yoko
SHIRALA	7,641	14th July	Moji Kobe & Yoko
TALMA	10,000	20th July	Moji & Kobe

All dates are approximate and subject to alteration without notice, WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.**"Change" & "Taiping."**

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails hence on or about
TAIPING	14th July	21st July
CHANGTE	13th August	18th August
TAIPING	12th September	17th September
CHANGTE	11th October	16th October

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

BOSTON, NEW YORK & BALTIMORE.**"Blue Funnel Line"**

(Ocean S.S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall) S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "COLORADO"	via Suez Canal	2nd July.
S.S. "LAOMEDON"	via Suez Canal	16th July.
S.S. "CITY OF BEDFORD"	via Suez Canal	30th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

For Freight and particulars apply to: BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

HOLLAND EAST ASIA LINE OF THE

United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. GEMMA	28th June.
S.S. ZOSMA	26th July.
S.S. OOSTERK	23rd August.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. ALDEBARAN	30th June.
S.S. OLDEKERK	10th July.
S.S. GEMMA	7th August.

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 1574. Agents, York Building

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Tuesday, 29th June
SHINYO MARU	Tuesday, 27th July
TAIYO MARU	Tuesday, 27th July
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama	Tuesday, 17th July
RUKYO MARU	Wednesday, 25th Aug.
GINYO MARU	Wednesday, 25th Aug.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	Saturday, 3rd July
ATSUTA MARU	Saturday, 17th July
KASHIMA MARU	Saturday, 17th July
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 21st July
AKI MARU	Wednesday, 18th Aug.
MISHIMA MARU	Wednesday, 18th Aug.
NEW YORK and/or BOSTON via PANAMA.	Wednesday, 30th June
BENGAL MARU	Wednesday, 30th June
BURNOS AIRES via Singapore, Durban & Cape Town.	Wednesday, 7th July
KAWAOHI MARU	Wednesday, 7th July
BOMBAY via Singapore & Colombo.	Tuesday, 29th June
TOYOOKA MARU	Tuesday, 29th June
CALCUTTA via Singapore, Penang & Rangoon.	Thursday, 8th July
MALACCA MARU	Thursday, 8th July
CALCUTTA via Batavia, Cheribon Samarang & Sourabaya.	Thursday, 1st July
RANGOON MARU	Thursday, 1st July
NAGASAKI, KOBE & YOKOHAMA.	Saturday, 17th July
MISHIMA MARU	Saturday, 17th July
SHANGHAI, KOBE & YOKOHAMA.	Tuesday, 29th June
SUWA MARU	Monday, 28th June
AWA MARU	Monday, 28th June
AKITA MARU	Friday, 2nd July
FUSHIMI MARU	Monday, 12th July

For further information apply to: NIPPON YUSEN KAISHA, Tel. Central Nos. 292, (private exchanges to all Depts.)

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FOR NEW YORK & BOSTON via SUEZ.

M.V. "RABY CASTLE" Sails on or about 19th July.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

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REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

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S.S. "VENEZIA" 5th July.
S.S. "ROSANDRA" 5th August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M/V "ESQUILINO" Sails about 7th July.
S.S. "VENEZIA" Sails about 31st July.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMSINGA" Sails from Calcutta 31st July.
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Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

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PORTHOS		22nd June	6th July
ANDRELEBON		20th July	20th July
PAUL LEOAT	4th June	6th July	3rd Aug.
G'at METZINGER	8th June	20th July	17th Aug.
FONTAINEBLEAU	2nd July	3rd Aug.	31st Aug.
AMAZONE	16th July	17th Aug.	14th Sept.
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S.S. CAPITAINE FAURE from Dunkirk, L'don, Havre is due to arrive about 21st July.

For full particulars apply to Messageries Maritimes Co., 3, Queen's Building.

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JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

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MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily (Sundays: 9 A.M. only).
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On Sunday 27th Instant s.s. "TAISHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

SPECIAL EXCURSION.

On Thursday 1st July s.s. "TAISHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

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BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE (Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "WEIRBANK" via Suez Canal 30th July.

AMERICAN & ORIENTAL LINE**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For Marseilles, London & Havre, From Hongkong.
S.S. "CITY OF GLASGOW" 1st July.
S.S. "ROMEO" 23rd July.
For Marseilles, London, Hamburg & Havre From Hongkong.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £35.

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S.S. "STEAMER" From Hongkong July, August.
Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beria, Oullimaine, Tbo, Port Amelia, Mozambique, Chindo, Imhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

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Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa, Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

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GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
PEMBROKESHIRE	11th July	CARNARVONSHIRE	20th July
GLENIFFER	24th July	L'don, R'dam & H'burg via Oran.	
GLENOFFER	5th August		

HOMEWARDS.

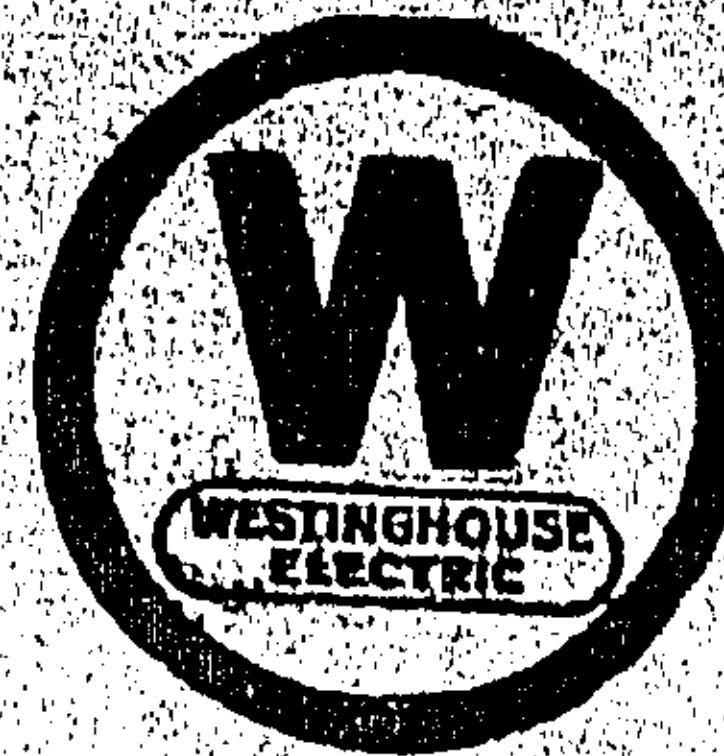
Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3596.



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Distributors.
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Crookes, Glasse

Kryptok (Invisible)

Bifocals.

Toric Lenses

Sun Glasses.

87, Queen's Road, Central.

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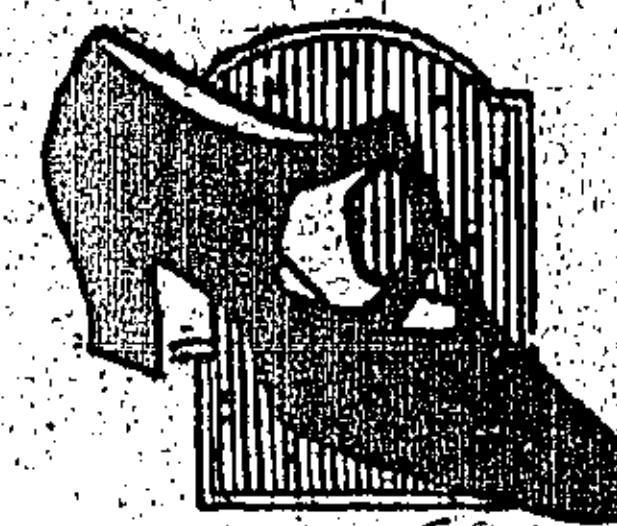
of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

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Japanese Shoe Expert.

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General Managers.

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MRS. MOTONO**Hand and Electric****MASSAGE**

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Expert Masseuse

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MASSAGE HALL

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COUNT THE "TELEGRAPHS" In The Streets

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**DIAMOND MERCHANTS
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Silver & Electro-Plated
Wares.

Baccarat Cut Glasses.

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HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

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ASTOR HOUSE HOTEL; PALACE HOTEL;
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Telegraphic Address: "CENTRAL, SHANGHAI"

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LIMITED**

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First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.

Tels. K.608 & K.609 Cable address: KOWLOTEL, Hongkong.

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CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
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HOTEL LAUNCH MEETS ALL STEAMERS

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THE EUROPE HOTEL.

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Terms:—A la carte or Inclusive.

Telephone in every room,
After-dinner dancing every Tuesday,
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GRILL ROOM

Telegrams "Europe Singapore"
Telephone 2750.

ARTHUR E. ODELL,
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Tel. Address: **GLENEALY HOTEL.** Telephone
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A first class Residential and Tourist Hotel. Splendidly situated with
in easy walking distance to all business centres. Large airy rooms. Hot
and Cold water. Excellent Cuisine under the personal supervision of the
Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: **MRS. FREDERICKS,**
Proprietress.

Printed and Published for the Proprietor by **FREDERICK
PERCY FRANKLIN**, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

SHANGHAI STRIKES.**WEEK END LABOUR
TROUBLES**

A series of strikes by Chinese
women workers in Shanghai during
last week, culminating in a
two-hours' direct action movement
at the Japan-China Cotton Mill on
Friday afternoon, has revealed the
remarkable development of labour
union organization among women.

Not so long ago, Chinese women
were almost cyphars in industrial
relations, but recent strikes have
shown that they are more capable
of running a strike and fighting
it to the end than are the men.
During the past year, labour
agitators have concentrated on the
female side of the industrial
situation, and have met with
astonishing success. There are
many labour unions now embracing
solely feminine membership,
under the leadership of men.
There is one union, the women silk
millers' union, which has a
woman leader.

Accepting the offer of three
cents increase per day in their
wages, 600 women from three silk
millers, who have been out
several days, resumed work on the
19th inst. The Sung Sing cotton
mill, Ward Road, remains closed
with nearly 2,000 employees out
as a result of trouble among 200
women, who ran amuck through
the mill, smashing machinery for
three hours.

Another illustration of the
spirit actuating local women
workers was furnished at the
Japan-China Cotton Mill, a
Japanese concern, when 2,000
women struck work immediately
and held up the mill for two
hours on the 18th in order to
obtain the dismissal of an un-
popular forewoman who is reported
to have reviled a child worker.
From 9 until 11 a.m., the 2,000
women stood idle at their ma-
chines, but eventually they were
induced to resume work, although
the forewoman was not dismissed.

LIVELY DEBATE.

(Continued from Page 1.)

its diplomatic rights and, under
the cloak of friendship, to stab
us in back. There would be no
Communist party in England worth
the name, if it were not suckled by
Soviet shekels. How long, he
asked, is this going to last?

Mr. Lloyd George, Liberal leader,
said he intervened in the debate as
having been responsible for the
trade agreement which was con-
cluded in 1921. The question was
not whether they approved of the
Russian Government, its principles
or its methods, but whether they
were going to cancel the trade
agreement that brought trade to
the extent of millions of pounds
to this country. He asked "when
was there a Government in Russia
of which they could approve?"
The present Government was a
terrible tyranny but it was only
one terrible tyranny which was an
efficient substitute for the terrible
tyranny which was inefficient, cor-
rupt and treacherous. Referring
to the correspondence between
British Communists and Soviet or-
ganisations, which was published
by the Government yesterday, Mr.
Lloyd George said it was argued
that there was in this correspon-
dence sufficient evidence for the
breaking off of diplomatic relations
with Russia, on the ground that it
was sending unlimited gold to
overthrow our constitution. But
he pointed out that the complaint
was made throughout this corres-
pondence that the gold was very
limited.

THE GOVERNMENT'S DUTY.

Commander Hilton Young (Con-
servative) said the Government
had an urgent duty to the people
of this country to protect it against
corrupt influence of foreign gold
and secret agents. They could
keep out corrupt gold and secret
agents but they could not keep out
opinion. That being so, it would
be a great mistake to break off
direct relations with the Govern-
ment of Russia.

Mr. Ramsay MacDonald, (Labour
Leader), said that "if there is go-
ing to be propaganda by the Rus-
sian or any other Government con-
ducted in this country with its
money and by its agents then this
country has no business to allow
it. But in protecting ourselves we
must use common sense." The
trade agreement was in operation
and we could not now remove it.
If we broke the agreement the
Russian Government would un-
doubtedly do its best to increase
its hostility towards us. If there
were breaches in the trade agree-
ment they should be handled in the
ordinary diplomatic way.

A UNIQUE GOVERNMENT.

Sir Austen Chamberlain, reply-
ing, said "the Soviet Government
is something standing in a class
by itself. It resembles the Govern-
ment of no other country and it is
not easy to maintain relations
with it. It is impossible to say
that the relations which it main-
tains with other countries are
either friendly or correct. If it
were a question of whether the
trade agreement had been kept he
would answer it had not. The
Words in the trade agreement were
clear and he understood them to
be to the effect that each party
should refrain from hostile action
or undertaking against other and
from conducting outside its old
borders any official propaganda
direct or indirect against interests
of the British Empire or Republic
respectively. The agreement fur-
ther stated that it understood that
the term "conducting official pro-
paganda" included the giving by
either party of assistance, or en-
couragement to any propaganda
conducted outside its whole bor-
ders. "It is perfectly clear to His
Majesty's Government and should
be perfectly clear to everybody,
as it must be clear to the Soviet
authorities that they are not con-
forming to that definite engage-
ment of the trade agreement."
(Message incomplete.)

A remarkable two-seater fight-
ing aeroplane has been built by
William Beardmore & Co., Ltd., of
Glasgow, for the Government of
Latvia. This machine was ordered
by its paper specification—an
unusual occurrence. That the
confidence of the Latvian Govern-
ment was justified, however, was
amply proved when it was com-
pleted and passed its flying tests.
The maximum speeds laid down of
145 m.p.h., and a climb to 15,000
feet in 20 minutes were exceeded,
and it was found that amazing
stunts could be performed on the
machine without any disastrous
results. For instance, on stalling,
the nose of the aeroplane fell
gently, and she took up a natural
gliding angle within a second or
two instead of falling over and
getting into a spin as is generally
the case. The undercarriage is
one of the remarkable features of
this machine, and it has been pos-
sible to taxi along rough ground
at speeds of over 50 m.p.h. without
the slightest trouble. The arma-
ment consists of two of the new
Beardmore-Farguhar machine-
guns. There is no wire bracing
either in the wings or tail, so that
damage from bullets during a
fight is greatly minimised.

RICE "CORNER"

(Continued from Page 1.)

and thus break the profiteer, who
utilized a period of inaction among
local Chinese leaders, due to the
Chamber of Commerce elections,
to make fortunes out of the
suffering of the poor.

The danger to Shanghai of ex-
pensive rice cannot be over-es-
timated. The average wage in
Shanghai is now approximately 60
cents a day. If the labourer works
all the time and at full time, his
maximum average wage is approxi-
mately \$18 a month. With rice at
\$17.50 a picul, there is an im-
possible situation unless all mem-
bers of the family work. The
theory is that a picul of rice is
sufficient for one month for five
persons. As the average labour-
er's family is taken to be five per-
sons, it is easily seen that unless
three members of the family work,
there is not sufficient to go round.
With rice at \$12 a picul, a cer-
tain relief is afforded. Saigon
rice ought to be purchasable on
the Shanghai market at \$12 a picul
at the present time.

BRITISH COMPANY'S GENEROUS

LEAD.

The British-American Tobacco
Company has for some years re-
lieved its workers of the rice pro-
blem by giving them a rice allow-
ance. This allowance is arranged
in the following manner: the
Company accepts \$3 per picul as
the normal price for rice. When-
ever the market price is above \$3
the Company allows each worker
in the factories the difference be-
tween \$3 and the market price on
the basis of a picul of rice per
month for four individuals. This
allowance is paid in money, not
in kind. The result is that B.A.
T. factory labourers are in no way
subject to the vagaries of the
rice profiteer.

**PAN-AMERICAN
CONGRESS.****AMERICAN L. O. N. WANTED.**

Panama, June 25.
The Pan-American Congress,
commemorating the centenary of
the first Congress of American
Nations called in 1826 by Simon
Bolívar, has passed a resolution
in favour of creation of an Ameri-
can League of Nations and pay-
ing tribute to the part played by
Britain in the wars of indepen-
dence of the South-American na-
tions.—Reuter's American Service.

Entertainments.

TO-DAY ONLY
at 2.30, 5 Sharp, 7.15 & 9.30

A great drama in a beautiful setting

LILLIAN GISH

"ROMOLA"

with

DOROTHY GISH

A rich tale, superb photography, able
direction, noteworthy backgrounds...Miss
Gish looks like a plaque by Leonardo da
Vinci. Her work brought a cheer from the
audience.

Mildred Spain in *The Daily News*.

THE STAR

TO-DAY ONLY

CARL LAEMMLE

presents

NORMAN KERRY

In the most dashing role of his
screen career

in

"UNDER WESTERN SKIES"

A smashing action drama of the
great open spaces

THE WORLD

TO-DAY at 5.15 and 9.15

MACK SENNETT

presents

HIS COMEDY MELODRAMA

"The Crossroads of New York"

with

RAYMOND GRIFFITH

GEORGE O'HARA

NOAH BEERY

**LATEST SPANISH
CONSPIRACY.**

WIDESPREAD PLOT NIPPED
IN THE BUD.

Le Journal learns from Madrid
that the Police have discovered a
vast political conspiracy, with
 ramifications all over Spain, direct-
ed against the present regime,
organised by advanced Liberals
and Radicals.

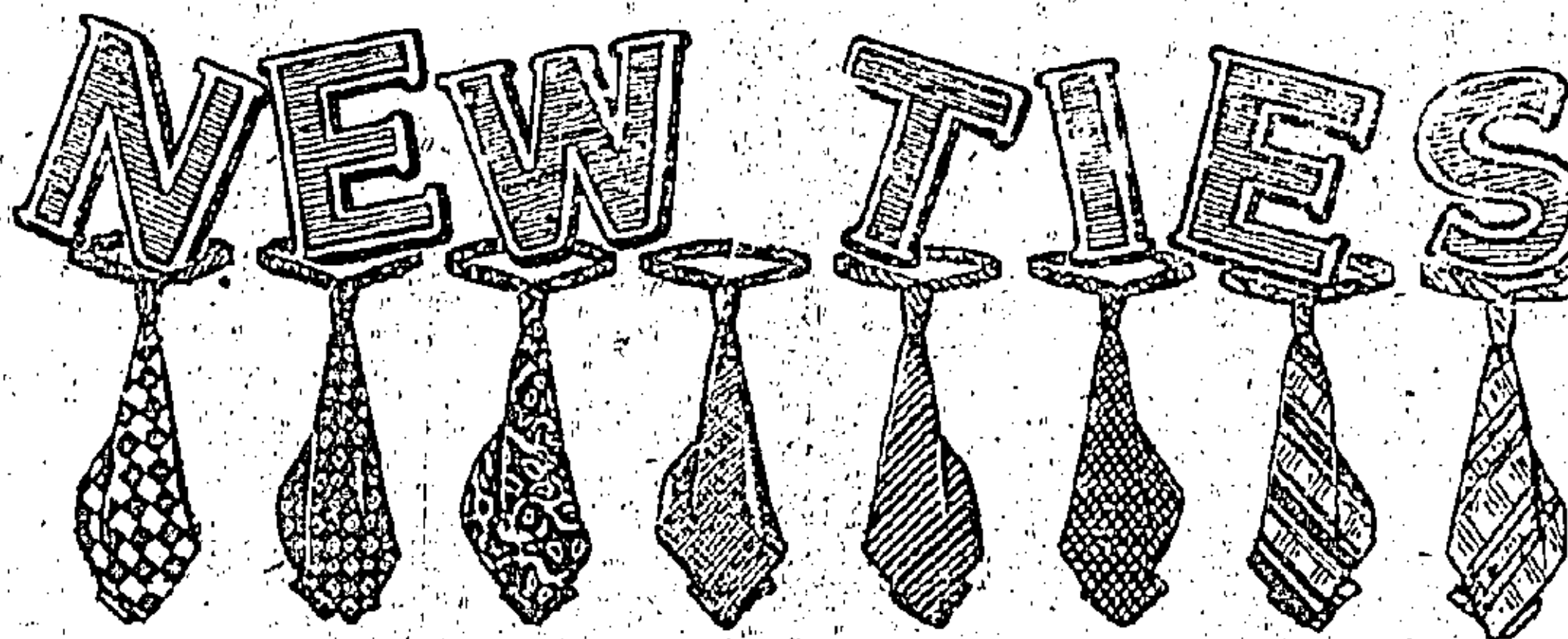
It was to have started this even-
ing. Many persons have been
arrested, including a well-known
sculptor, the editor of a Madrid
newspaper, and two Republican ex-
Deputies. Prominent army officers
and a former Minister of War are
also said to be involved.
The Government is master of the
situation, and the country is
calm.—Reuter.

COURAGE UNDER FIRE

THE DECORATION OF PETTY
OFFICER CHALMERS.

In a comment in a recent issue
of the S. C. M. Post, regret was
expressed at the absence of detail
concerning the act which won for
Petty Officer Chalmers, of H. M. S.
Tarantula, the M. B. E. decoration.

Particulars have now been
divulged. The decoration was
awarded because Petty Officer
Chalmers, under the heavy fire
from Shaker on June 28 last year,
courageously conveyed the order
from the Senior Naval Officer to
cease fire. In doing so, P. O.
Chalmers was wounded in the
hand.

**HAND PRINTED ENGLISH FOULARD SILK**

Deliveries of the new designs for Summer have now arrived.
These Ties are cut and made especially for us by one of the
foremost London Manufacturers and show the most attractive
effects.

The new "Tensile" lining gives much greater elasticity and
ensures longer and more satisfactory wear.

NEW DESIGNS IN HAND LOOM KNITTED TIES.

We shall welcome and appreciate your examination
of these attractive Ties.

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